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July 1, 1977 No. 3834 Est. 1913 15p

MIRRELES
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DIESELS



One for Iceland

THIS 37ft. stern trawler *Reykjaborg* was recently fitted out for Icelandic owners at the Bouter's yard, Cowes, Isle of Wight. She is based on a Tylor-Watson GRP hull and is powered by a C-Power 180 hp engine. A hydraulic winch by North Sea Winches is also fitted. The new boat was shipped to Iceland from Felixstowe.

Mackerel plant

From page one

worth of whole crab to Sweden, Canada, Spain and France.

Mr. Dugmore said that the company had sold some 2600,000 worth of crabs abroad last year from its premises, which he said were now being replaced by the new 10,000 sq. ft. factory provided by the Harbour Improvement Co.

Already, 60 girls are working at the factory and the number is expected to rise to 80 or 100 when the mackerel season begins.

Mackerel will be graded, headed and gutted on filleted to the Government's requirements, said Mr. Silkin. Swedish markets are also being supplied after these two frozen packs. The company has space to store up to 100 tons of frozen mackerel.

"We hope to get our mackerel from local boats," Mr. Dugmore continued. "The mackerel is depressed by the waste of mackerel caused by the industrial fishing which, he estimates, saw 1,000 tons going to the meal plants last season."

"What we are doing is going in for sophisticated processing of mackerel up to the retail level," he said.

Mr. Dugmore is confident that crab stocks can withstand the concentrated fishery in which his company is involved. He said the Ministry survey showed stocks could sustain fishing at this level.

"We have affected the price of crab by increasing demand overseas, particularly for fishmongers, and prices up for fishmongers have also wiped out the used to be the traditional plus of crab in October and November."

Mr. Dugmore said the factory was probably the largest in England.

He added that there was no way in which the fishery could be expanded in the same way as the mackerel, which has been a terrible pounding by trawlers and purse seiners from Scotland and the east.

"The capital investment in crab is so high and the physical level is so great that you can't mechanise it," he said.

He complimented the Government on its support for the British fishermen who are becoming very tired and frustrated by the actions of the third countries in disregarding all directives issued by the EEC.

SILKIN: NO SURRENDER

LET NOBODY here or abroad get the impression that because we are reasonable we are prepared to surrender the needs and rights of our fishermen. This warning — mainly for the ears of the EEC — was made by the Minister of Agriculture and Fisheries, John Silkin, last week. Speaking in a House of Commons debate on fisheries called by the Opposition, Mr. Silkin said that renegotiation of the Common Fisheries Policy would be long and difficult. But while we understand the problems of others, they must be prepared to understand ours.

If they do not the result will be to harden, not soften, our resolve," he stated. Stressing the urgency of the situation, Mr. Silkin said that there are changes in the CFP now, by 1982 there will be free fishing up to the

hopeful of an agreement, he expected our catch would be reduced.

Negotiations with Faros were proving difficult. If restrictions on our fleet were

Continued on page 2



GUNDELACH: NO 50-MILES

EEC FISHERIES Commissioner Finn Gundelach arrived in Aberdeen last week with the same message he had brought to Hull six weeks earlier: no 50-mile exclusive zone. Considering that Mr. Gundelach had been invited to Scotland to be told how important the 50-mile issue is to fishermen, he was received in an orderly and dignified way.

Fishermen and their families representing ports from Eyemouth to Shetland converged on Aberdeen. Over 700 of them joined in the march through Aberdeen to the conference hall.

The procession, which walked the one-and-a-half miles from the harbour to the Beach Ballroom, was headed by a piper and a group of women wearing the traditional fisherfolk's costume of Fife.

Speaking in the Beach Ballroom before Mr. Gundelach returned from a visit to Peterhead and Fraserburgh, Skipper Willie Hay,

chairman of the Inshore White Fish Producers' Association, said: "I have no shadow of doubt that our Government will back us up for a 50-mile limit. The blockade helped to put our case across to them, but now we have to convince the EEC."

Alick Buchanan-Smith (Con MP, N. Angus and Mearns) said the EEC admits that there is a need for conservation but, if this is to be achieved, the responsibility for it must be given to the coastal state around which most of the fishing is carried out.

"We joined the EEC in order to join a group of nations which can work together, but the community has failed if the needs of member states cannot be appreciated by the others," added Mr. Buchanan-Smith.

Mr. Gundelach put forward his reasons for rejecting the UK's request for a 50-mile limit.

He said that the EEC had been able to cut down over-fishing by non-EEC countries in Community waters. This could not have been done by individual states.

Mr. Gundelach went on to say that in a relationship between countries fishing cannot be seen in isolation from all other economic activities. We have to stick together. But some areas within the EEC — such as Scotland — depend on fishing and this livelihood must not be taken away.

"I appreciate this, and

Continued on page 2

Insurance chief set to retire

REAR ADMIRAL J. A. Ievers C.B.E., OBE, managing director of UK Trawlers Mutual Insurance Co. Ltd. since 1970, is retiring at the end of the year.

He went to Dartmouth as a cadet in the early 20s and left the Royal Navy in 1964. He was deputy controller of aircraft research and development in the Ministry of Aviation before he took up the first of his two marine insurance posts on North Humberside 14 years ago.

"I shall be sorry to leave because I have enjoyed it very much as it has been a most varied job, but the time has come," he said.

The U.K. Trawlers Mutual Insurance Co. was the outcome of the Fleetwood, Grimsby, Hull and Lincolnshire mutuals being merged into one company.

On January 1, 1971, it took over the marine insurance of 267 vessels with a capital value of £47m. The highest individual vessel value was over £1m. In 1976 the figures rose to £106m and 23m, respectively.

This is a far cry from 1888 when the 100ft. steam trawler *Irrawaddy* was one of the most modern fishing vessels at Hull. Her value: £3,600.

PETERHEAD Skipper Andrew Buchan of the *Favourite* was airlifted to an Aberdeen hospital after being taken ill at sea. He was later reported to be "comfortable".

WFA LIVING OFF OVERSEAS WORK

THE WHITE Fish Authority is in profit to the tune of over £300,000 on its last year's work. This is mainly the result of consultancy work abroad which provided more revenue than the levy from the British fishing industry.

Presenting the WFA's annual report in London last week, the chairman, Mr. C. I. Meek, said: "Our finances have never been healthier."

Export

The Authority had fought its way out of the dangerous situation of living on a fixed income by getting into export consultancy services. This way we have managed to retain our staff for the British industry's benefit, said Mr. Meek.

Turning to the wider ranging problems facing the industry, Mr. Meek said that his branding of the doctrine of the Common Fisheries Policy last year as "repugnant" had been justified to the hilt. It is founded on a confidence trick.

While the Law of the Sea Conference is aiming to put control of fisheries inside 200 miles upon the coastal state, where are we, asked Mr. Meek?

"The North East Atlantic Fisheries Commission was in-

effective because competitive national interests always bid up the permissible catches to unsafe levels. "How are things better when the Council of Ministers meet, as they did last month, with all of us hoping to hear of constructive steps towards the policy's revision; and all that was achieved was a miserable month's extension of a ban on herring fishing in the North Sea, which should in the view of my colleague, Dr. Dean, of the scientists, of the herring fishermen themselves, be extended at the very least to the year's end? This is not one whit better than we found ourselves under the North East Atlantic Fisheries Commission."

Mr. Meek said he spoke as a convinced European, but added that there are some questions to which a good European deserves answers. "Why should the fisheries alone — not oil, not wheat, not wine — be treated in this supranational way? After all, it is not in law an EEC Extended Economic Zone of which we are speaking, but the zones of the individual sovereign coastal states."

"Again, is it competent for the Commission to discriminate amongst Member States by allocating quotas among them from what they choose to regard as the central pool? And is it not an underlying principle of the

Treaty of Rome that regions which enjoy a comparative advantage in the production of particular commodities should be encouraged to exploit this advantage to the net benefit of the Community, and should this not apply within each country's own Extended Economic Zone? "I hope I have made clear,

Beating the herring ban

DESPITE the North Sea fishing ban Danish and Faroese fleets are continuing to fish. They are working in the Skagerrak and Kattegatt areas, which are closed to British fishermen.

Scottish fishermen have become so incensed that their case has been taken up by Mr. Albert McQuarrie, chairman of the Scottish Conservative Party's Consultative Fisheries Committee.

The herring catches are being taken to the Danish port of Hirtshals.

It is a ridiculous situation, that our fishermen have accepted and operated the closure imposed by H.M.

Government and yet other countries can break the regulations without penalty, says Mr. McQuarrie.

Skippers will be interviewed when they come ashore and the situation will be reported to Mr. Teddy Taylor, shadow secretary of State for Scotland.

It is hoped the EEC will warn the offending nations.

Mr. McQuarrie added: "The Government must act at once and show its support for the British fishermen who are becoming very tired and frustrated by the actions of the third countries in disregarding all directives issued by the EEC."

Herring ban

TOTAL ban on the North Sea herring fishing has been imposed by Britain. This follows the breakdown of EEC talks on conservation in Luxembourg on Monday.

The Tory party was expected to launch an attack on the Government this week, accusing it of weakening on the limits issue.

As a result of the Luxembourg talks, Scottish herring quotas for the west coast have been drastically reduced. Total allowable catch has been set at 53,000 tons, with a Scottish share of 39,000 tons. This compares with 138,000 tons and 70,000 tons last year.

The Scots have already taken 10,200 tons of herring from the west coast, which will be deducted from the total allowable catch.

Mr. Silkin said that there are changes in the CFP now, by 1982 there will be free fishing up to the



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MARCHING AGAIN FOR 50-MILES

Silkin

Continued from page 1

not eased, Mr. Silkin warned, we might have to exclude Faroese vessels from our waters.

While talks are still going on with Iceland, Mr. Silkin said that he did not want to raise any false hopes.

Quotas in themselves were not enough said shadow spokesman on fisheries, John Peyton. Some breeding grounds must be closed permanently and certain methods of fishing restricted.

Mr. Peyton also called on the Community to allow individual countries to negotiate on its behalf with third countries.

There were also criticisms of the level of fisheries protection from Mr. Peyton. Because of the government's defence policy there is a lack of muscle to enforce fisheries policy, he said.

Gundelach

Continued from page 1

therefore, a solution in your interests must be found," added Mr. Gundelach.

Refuting the claim for a 50-mile zone, Mr. Gundelach said this is not the right answer. "We must find another way of doing it; a tight and well controlled quota system is the answer, with special consideration being given to those states which



Left: banners from the port of Eyemouth - with others from Peterhead, Whitehill, Aberdeen, Lochinver, Lossiemouth and Pittenweem - carried during the Aberdeen march last May made the point to EEC Fisheries Commissioner Finn Gundelach, that Scotland is united in its demand for a 50-mile limit.

Above: Mr. Gundelach (left) addresses marchers inside the Beach Ballroom. Skipper Willie Buchanan, chairman of the Inshore White Fish Producers' Association, put the Scottish fishermen's case which faces a hard battle in the ever-lasting talks with the EEC.

depend on fishing for their livelihood.

Mr. Gundelach admitted that earlier quota systems did not wholly succeed but, he said, that working a system within the EEC had not yet been tried.

On Peterhead market (left to right) are Capt. Oliver Signorini, harbour master; Jimmy Lovie, Scottish Fishermen's Organisation; Mr. Gundelach; John D. Buchanan, Harbour Trustees; Harry Sim, Grampian Regional Council; Gilbert Buchanan, Scottish Fishermen's Federation; and Skipper William N. Buchanan, White Fish Producers' Association.



MACKEREL: 'Gavina' to join the rush

FLEETWOOD'S big stern trawlers *Gavina* and *Fyde* have been confirmed as starters in the next south-west mackerel season.

The ships have been two of the most successful to work out of Fleetwood but, as they are now only able to work middle-water grounds, mackerel fishing has been more or less forced on them.

Fleetwood ships began fishing the area last year when the J. Marr stern trawler *Norina*, and *Wye Trawlers' 80ft. Benvolio*, worked from Cornish ports.

Dog flood

VISITING inshore liners and trawlers brought the best dogfish landings of the season into Grimsby last week.

Nine vessels landed 700 kts last Friday and there were enormous quantities of overland dogs. The market was flooded and prices went down.

By last weekend, as lorry load after lorry load poured into the port, quayside prices had slumped to under £10 a kit.

Sleight's *Gastlach Millie* got the best deal of the week to average £28.22 per kit from 59 kts on the Monday market.

French engines in race hat-trick

BAUDOUIN-powered Brixham boats swept to victory in all three main classes of the Torbay trawler race last Saturday. The race was a repeat of last year when home boats beat off a big outside challenge.

Over 70 boats started the race, including two entries from France.

Two Brixham skippers will be flying off to get a sun-tan as a result of their victories.

Brian Trust in *Boy Jamie* who headed Group I, and Tom Paul the Group II

winner in J.B., won holidays in Spain presented by Pontin's Holiday Camps.

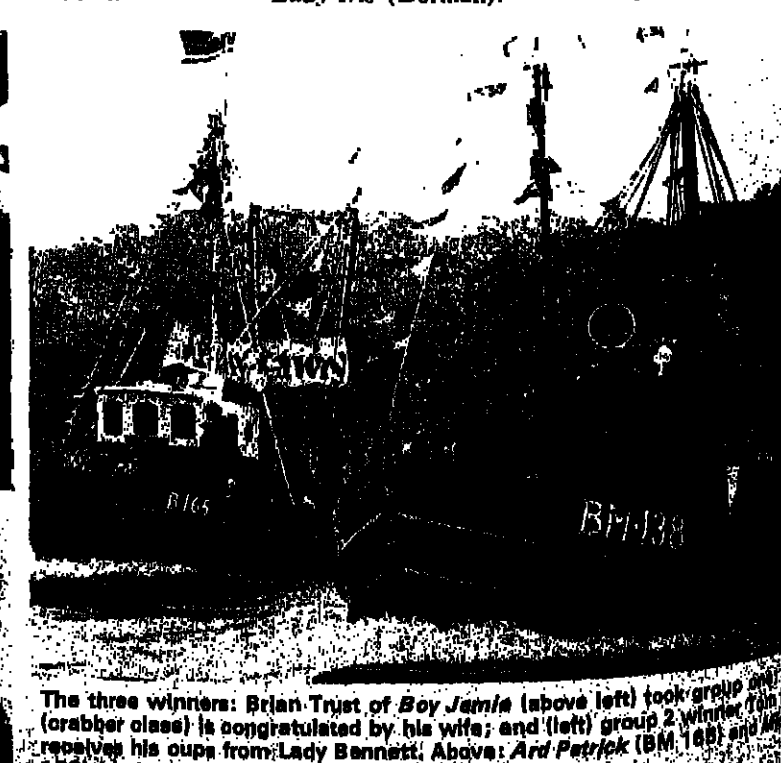
There was a big smile on the face of Rae Burn, the Plymouth-based agent for the French-made Baudouin engines. *Boy Jamie*, fitted with a Baudouin 215hp engine, overcame a 28-minute handicap to win. J.B. made

the best of being first away in her group to record a win powered by a Baudouin 180hp engine.

Completing the Baudouin hat-trick was Terry Ekers who took the *Fishing News* trophy in the crabber class for the second year running. His boat *Silver Spray* has a 120 hp Baudouin.

Second and third positions in Group I were taken by *Aurora* (Kelvin) and *Moraine* (Gardner).

There was a popular second place in Group II for Bob Kimble in *Sea Wife* (Mercedes-Benz). Bob's wife, Margaret, in the trawler race secretary. In third place was *Lady Iris* (Dorman).



The three winners: Brian Trust of *Boy Jamie* (above left) took group I (crabber class) is congratulated by his wife; and (left) group 2 winner Terry Ekers is congratulated by his wife. Above: Rae Burn (BM 168) and his wife celebrating their victory.

No - licence skippers fined £70,000

PENALTIES totalling almost £70,000 were imposed on Tuesday at Stornoway Sheriff court when two Spanish trawler skippers pleaded guilty to illegal fishing inside the 200-mile limit.

They were arrested by the fishery cruiser *HMS Jura* on Saturday about 40 miles south of Rockall and about 20 miles inside the 200-mile limit. They admitted fishing unauthorised fish inside the limit and fishing without licence.

The skippers were Brian

Manuel Santos (52) of *Piezemar*, and Jose Marites Marino (41) of *Pescamar*, both from Corunna.

The court was told that *Piezemar* had on board fish to the value of £2,325 and gear worth £8,300. *Pescamar* had a catch valued at £2,258 and gear worth £8,400.

An agent, Frank Fletcher, said that the legislation kept changing very quickly and, in fact, had even changed since

the last two Spanish skippers had appeared at Stornoway six weeks ago. There also appeared to be difficulty in getting information in Spain about changes in fishing laws.

Both accused thought they were outside the 200-mile limit taken from the Hebridean coast, but the 200-mile limit is drawn from St. Kilda.

Sheriff William J. Fulton imposed fines of £25,000 on each skipper (£15,000 on the first charge and £10,000 on the second), and also ordered forfeiture of their catches and gear totalling almost £20,000 for the two vessels.

He also ordered the vessels to be detained at Stornoway until the fines were paid.

..and £20,000

Two Spanish trawler skippers were each fined £10,000 by Stornoway magistrates at Friday. Both had pleaded guilty to fishing within the 200-mile limit without licence.

Julian Collins, prosecuting for the Ministry of Agriculture, and Food Fisheries, said he hoped the case would be enough to deter a second Spanish Ar-

right to sell the fishing gear, or the boats, if the fines were not settled.

The presiding magistrate, Cyril Penrose, said the offence was viewed very seriously. The 200-mile limit is for the benefit of the international fishing industry and the conservation of stocks.

David Bishop, for the Spanish trawlermen, said the incident arose from a misunderstanding. They had applied for a licence to fish in British waters and were expecting it to come through "any day."

He said: "They thought another Spanish boat might have brought it out to them on the day they were arrested."

Mr. Bishop added that legislation on the 200-mile limit had only been effective since the beginning of the month. There had been an enormous amount of new laws on international fishing rights, and it was difficult to keep up-to-date.

The fines were paid on Monday.

AM McKNIGHT, skipper of the Kilkeel, Northern Ireland, boat *Fidelis*, has received the Queen's Silver Jubilee Medal. A skipper for 20 years, Mr. McKnight has been congratulated by the North Irish Sea Fish Producers' Organisation.

in BRIEF

FLEETWOOD merchants had 190 kts of hake to bid for last week from the pair trawlers *Armana* and *Widene*. The pair grossed £38,280 after hitting the hake in the trip.

A 50-MILE limit would be little meaning without internationally-agreed fish stock management, the Commons Inquiry Committee was told on Wednesday by Basil Fish, Director of Fisheries (Scotland). A 50-mile limit has no biological value, he said.

STRONG warning about hake has been given by Peter Lee, director of research for MAF and head of the Lowestoft Fisheries Survey. He said catches had been half a million in 1975 and 1976 but, in contrast with the white recommendation of 100,000 tonnes.

LANDA (Skipper Harry Brown) just failed to join a Grimsby ten-grand club. The skipper, in Mid-County Cork, the farm will be operational within a few months; the hatchery next year.

THE BIG French stern trawler *Chevalier D'Assas* stormed in and out of Grimsby in double quick time last week to land a late Faroe blueling catch, topped up with red bream. Her 1,335 kts made £34,252 through the Boston Deep Sea agency.

GRIMSBY fish salesmen, vessel agents and owners, Sam Chapman & Sons Ltd., has bought the anchor-seiner *Susan Jay* (GY 353). She has arrived in Grimsby from Denmark and earned £1,528 "wetting the nets" on the way over.

THE Lowestoft trawler *Bermuda* sent out a Mayday distress call last week after her pumps failed 75 miles east of the Humber. Among those to alert the authorities was short-wave radio ham, Merwyn Collins of Wolverhampton.

THE IRISH Department of Fisheries has approved the first fish farm in County Cork. It will be located on the banks of the River Shournagh at Gort, Vicoarstown, in Mid-County Cork. The farm will be operational within a few months; the hatchery next year.

ZEBRA TOPS HER RECORD


A NEW middle water port grossing record was set at Grimsby last week by *Ross Zebra*.

Ace middle water skipper, Ronnie Reeves (31), brought BUT's 130-footer home to claim a new high of £34,192 from 1,122 kts after a 16-day Faroe/Westerly trip on June 23.

With a new middle water daily average record of £2,279 thrown in for good measure, *Ross Zebra* beat her own record set up on March 1 when skipper 'Paddy' McCarthy chalked up £32,875 from 1,385 kts of Faroe/Westerly trip on June 23.

Short

Earlier, BUT's *Ross Leopard* (Skipper Jimmy Brown) very nearly snatched the record. She fell just short on £31,435 from a 17-day Faroe/Westerly trip of 1,055 kts, again mostly codstuffs and haddocks.



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(And anyway you'd be damned sorry afterwards when the shares continued to rise in value. Nobody likes to lose out on a pleasant little profit or divi., particularly when you don't have to raise even the smallest finger to watch 'em go jumping up the charts; 'praps finishing in the top ten!)

The point of my message to you is this: for some time now you've been writing and phoning (plus one cable from my daughter in Sweden) to suggest - with, I assure you, no prompting from me - that it was high time the Chairman invited me to join the Board of Directors ... an injection of spirited youth would surely be a good - perhaps splendid - thing. That thought certainly seemed to the fore in your active, sensible minds, and in your messages to me.

Well, come the morning of the 1977 Annual General Meeting and on my nicely polished orange box I found a warm, personal message from you-know-who, begging me to attend. Actually - and here I must be bravely and painfully honest - it merely said, I quote, "I suppose you'd better come along too, Jo. Use public transport or walk". But this rather brusque, business-like note only served to hide the real warmth of his affection and admiration for me. (And if you don't believe me, stop whatever disgusting thing you're doing, get up, straighten the bed, and go stand in front of the 9.10 from King's X to HULL. See if I care!)

So, a quick dip in the petty cash box and I was soon being taxied to the venue of the meeting, a well-known hotel and watering hole famed for its grub and its proximity to old Mother Thames.

I was splendidly dressed in a quite daring little charcoal number with pearl buttons, an inconspicuous made-to-measure silk shirt in a subtle shade of champagne, with a rich Olorosa hand-knitted cravat. A lobster-coralled tie-pin and cuff-links and deep blue python skin shoes set off what could have been an entrancing front page cover from the *Tailor and Cutter*. Circa 1504.

By taking my rightful place in the front row next to our bank manager, I quite upset a few old dears with ear trumpets, varicose veins and varicoloured hair-pieces who, I presumed, were either the proud mothers or devoted aunts of the present members of the Board ... little did they know or guess, poor old things, that there would be a new look to 1978; a fresh, fragrant wind of change would blow through this historical room, ushering in the youthful spirit of the fast approaching 21st century ... the man of your choice was about to take over. Your lovable new young broom would soon be sweeping almighty clean.

After the secretary, quite a pleasant chap really, rose to read the formal notice convening the Annual General Meeting, we had the auditors' report followed by a little chat from the Chairman who, unsuspectingly, seemed very much at ease and certain of himself ... little did he know!

It was extremely warm in the room and I rested my eyes for a minute while shareholders asked a few questions and thanked the directors for their recommendation of a divi. When I opened them again I heard directors and auditors being re-elected wholesale and then, "Thank you very much, ladies and gentlemen. That concludes the formal business of the Annual General Meeting, but if you care to join the Board for a drink, we should be most pleased". And guess who was ordered to serve the drinks? Me, of course! Damned cheek!

("Why don't you pack it in, Son, and go out and sell some fish?" Mum)

M. Barnett of Frying Pan Alley



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TWO MORE PAIR TEAMS FOR FLEETWOOD

FLEETWOOD ships are to form two more pair teams following J. Marr's lead with the big stern trawlers *Armana* and *Navena*.

Wyre Trawlers and the Hewitt Fishing Co. are to link to make up the latest team: the side trawlers *Admiral Hawke* (Hewitt) and *Mount Melleray* (Wyre).

The *Hawke* will be commanded by Sk. Jack Kirby,

while the former Aberdeen-based *Mount Melleray* will be skippered by Benny Hargreaves.

Wyre Trawlers already operates the pair team of side trawlers *Lorenzo* and *Benolio*. These 80 ft. sister ships paired-up earlier this year with the delivery of *Lorenzo*.

Also to try pair trawling are two of J. N. Ward and Son's pocket trawlers, *Fair Isle* and *Starbank*. Jim Wright is to skipper *Fair Isle*, while *Starbank* will be commanded by John Wright.

Mrs. Doris Newsham, managing director of the firm, said: "We will try anything to widen the employment range of our ships, to keep men in work and the firm moving."

fishing news

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French connection?

A DELEGATION from the French port of Lorient was at Fleetwood last week exploring ways of obtaining fish from the port for export to France.

Ten men from the Brittany producers' organisation toured the port and met local owners and fish merchants. Geoff Anderson, president of Fleetwood Fish Merchants

Association, said: "To mind it would make sense. French vessels working Scotland or Ireland to Fleetwood and fish could be sent to France from port. 'We are spreading the gospel and are hoping the Frenchmen will be back to their regular trawler owners'."

Both vessels had been forced south — together with the *Pathway* (Skipper Alexander Buchanan) and *Challenge* (Skipper William Buchanan) — because of an absence of summer sprat hauls on the northerly Bank grounds. This is normally a traditional fishery at this time of the year.

They found their quarry one 60 miles off the Humber lights. On either side of the lifebuoys and line carried in brackets. In addition to the boat and equipment, like *Resolve* being suitable for your pay, there is another factor may weigh with you. The not only has a self-deck and adequate but high butworks for its size. It would, therefore, one which you could single-handed in complete safety.

Power

Over 80 Saltram boats completed been sold up to many have been and equipped in ways to suit individual requirements you could have a wheel and forward haulers installed just as it if you want. And you have an engine with lesser power and rove fitted too.

You can get hulls built to specifications, hull floors and engine bonded in, and hulls moulded to specifications together current prices from Skelton, Plymouth Boatyard, Plymouth.

If prices of these hulls varied in various ways can get them from Skelton and Skelton at the same address.

Resolve, I think you would have a very handy little boat which you could work on your own without difficulty.

Resolve has a mast and derrick forward and wheelhouse aft. Her engine is installed in a casing forward of the wheelhouse and, forward of that, is a small fishroom under the self-draining deck.

On the starboard side forward, immediately abaft the mast, is an hydraulic control console from which engine controls, rudder controls, pot/line hauler, and line and net hauler, can be operated.

This seems to me to be an ideal arrangement for a single-hander. For you can not only manoeuvre the boat but work either hauler, and handle gear, from one position. And there is plenty of deck space aft of the console and around the fishroom hatch to tend pots, lines or trawls.

A forward steering wheel and North Sea Winches pot hauler, with a capstan head fitted horizontally, are both mounted on the console. PNP Duerr's net and line hauler is

suspended from a tubular steel davit which can be swivelled so that the sheave can be swung out or inboard.

Power is provided by an hydraulic pump driven off the forward end of a 42 hp Mercedes Benz OM636 diesel which is fitted with a 2:1 reduction gearbox.

In *Resolve*'s wheelhouse are installed a Sestrel compass and a Perrogaph G240 echo sounder. On top of it are fitted search and flood, as well as navigation and fishing

LONGEST

"COULD YOU tell us length and weight of the largest conger caught in British waters (a.) on a line and (b.) by any other method?"

As far as I know the largest conger so far caught by line was one weighing 96 lb., which was captured off Berry Head near Brixham several years ago.

A specimen seven feet long, weighing 101 lb. was caught by the trawler *Rachel Douglas* off Eymouth around 1963.

ANY QUESTIONS

If you have any questions about boats, fishing, or anything else, write to: *Fishing News*, 110 Fleet Street, London EC4A 3JL. We will answer them if we can, with a stamped reply.



Skipper Willie Tait's big purser *Challenge* discharged 207 tonnes of summer sprats at Grimsby last week.

Scots' storm of sprats hits Grimsby...

THE Scottish purse seiners *Comrade* (Skipper Robert Tait) and *Challenge* (Skipper Willie Tait) were unexpected visitors to Grimsby last week.

Both vessels had been forced south — together with the *Pathway* (Skipper Alexander Buchanan) and *Challenge* (Skipper William Buchanan) — because of an absence of summer sprat hauls on the northerly Bank grounds. This is normally a traditional fishery at this time of the year.

They found their quarry one 60 miles off the Humber lights. On either side of the lifebuoys and line carried in brackets. In addition to the boat and equipment, like *Resolve* being suitable for your pay, there is another factor may weigh with you. The not only has a self-deck and adequate but high butworks for its size. It would, therefore, one which you could single-handed in complete safety.

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and made heavy landings through the Tom Sleight (F.S.) Ltd. agency.

First in was Robert Tait in *Comrade* with nearly 127 tonnes from 9 hauls in mid-week. Elder brother Willie in *Challenge*, lengthened to 110 ft. recently, then stunned everyone with a massive turnout of 207 tonnes.

The brothers' pursers created a great deal of interest at the Humber side port even though both are due for replacement by larger vessels presently building in Holland and Norway. These are due for delivery early in 1978.

Skipper Robert Tait told *Fishing News* the discovery of the sprats so far south marked the end of a very lean period for the pursers. They are now really feeling the effects of the ban on North Sea herring fishing by UK vessels.

It is a bitter bone of contention that other EEC countries are being allowed to continue mopping up North Sea herring.

Comrade's haul marked the end of an abysmal three months: over nine weeks had been spent tied up in port and a further four weeks spent fruitlessly searching for fish.

The quartet had set out from Fraserburgh on June 19 and, whilst *Comrade* and *Challenge* chose to land at Grimsby, *Pathway* and *Vigilant* headed back to Fraserburgh with their catches understood to be in the region of 200 tonnes each.

Skipper Robert Tait told *Fishing News* the shoals were moving very fast, but he felt the fishery would last for some weeks.

Sprat landings at Grimsby are rare events nowadays in summer. The industry tends to concentrate on the winter inshore spratting and then moves over to sandeels during the summer.

Grimsby's sandeelers are still going strong, including the former distant water trawler *Carlisle*.

Herring

The Sleight agency was hoping the meal factory could arrange to cope with the large additional tonnages of sprats from the Scotmen without creating landing delays due to the arrival of several vessels at once. Last week both Scots were landed without much difficulty.

Two interesting points arising from the trips: Skipper Robert Tait said: *Comrade* had not caught a single herring this year — and he also commented on the marked absence of Russians in the North Sea lately.

Landings at Hull — see page six.

Two-day week for sandeels

SHEPHERD Industrial fishermen are being put on a quota because of continuing heavy landings of sandeels.

From this week boats will be allowed to land on two days a week — half the fleet on Tuesday and Wednesday, the others on Thursday and Friday. There is also a quota of eight tonnes per man per week.

Last week the 44 industrial trawler arrivals landed nearly 28,500 cwt. of sandeel, worth nearly £87,000.

Report and photographs next week.

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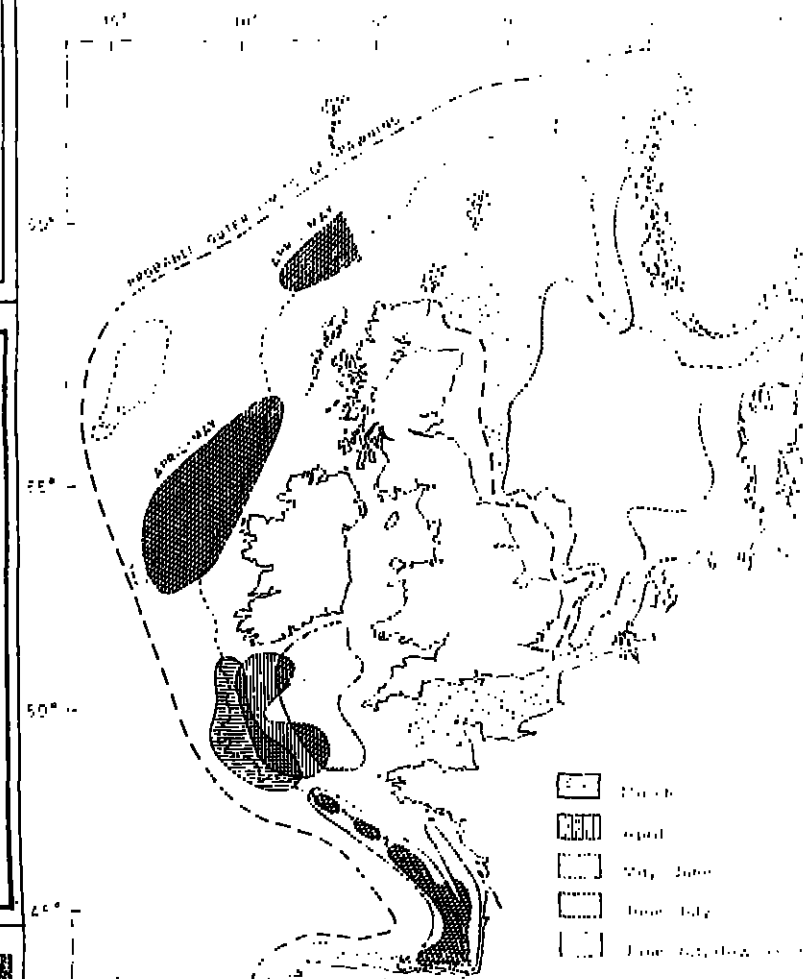


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WESTERN MAKEREL

-we're only nibbling at



Mackerel spawning grounds around the British Isles. The western spawning grounds in the Bay of Biscay, Celtic Sea and the west of Ireland are covered in the present series of surveys by the Lowestoft Laboratory's main research ship *Cirolana*.

THE UK mackerel catch from west grounds has almost trebled over two years — but it is still only 10 per cent of the total catch from the Celtic Sea. From 1972, when landings were 5,000 tons, they rose in 1974 to 10,000 tons, by last year, had nearly trebled to 15,000 tons.

The size of the international catch from the western mackerel stock is now forcing British scientists to expand their research beyond Cornwall.

Between March and July the research ship *Cirolana* is making five cruises to the Bay of Biscay, Celtic Sea and the west of Ireland. These cruises cover the main spawning grounds (see chart).

To be able to plan and implement a management policy for the entire stock, it is necessary to know how large it is. This is why the Lowestoft Laboratory says it is making its "biggest-ever" input of manpower and resources into its mackerel research programme during 1977.

Earlier research work on mackerel with acoustic surveys has given a stock size estimate for the south-west of one million tons.

In a background note to the mackerel research programme, the Lowestoft Laboratory says that the large shoals found in Cornish waters over the past 10 to 12

years are probably reaching their peak, and on to late June or even early July. As the season progresses spawning fish leave the southern spawning grounds first and begin their summer feeding migrations.

In the Celtic Sea the centre of spawning will gradually move eastward and continue in the English Channel, at a lower intensity than in the Celtic Sea, until July or August.

When the fish have finished spawning in the Celtic Sea and west of Ireland their feeding migrations will take them north, along the coast of Britain to the Minch, Shetland and even Norway before they return to their overwintering grounds in the autumn.

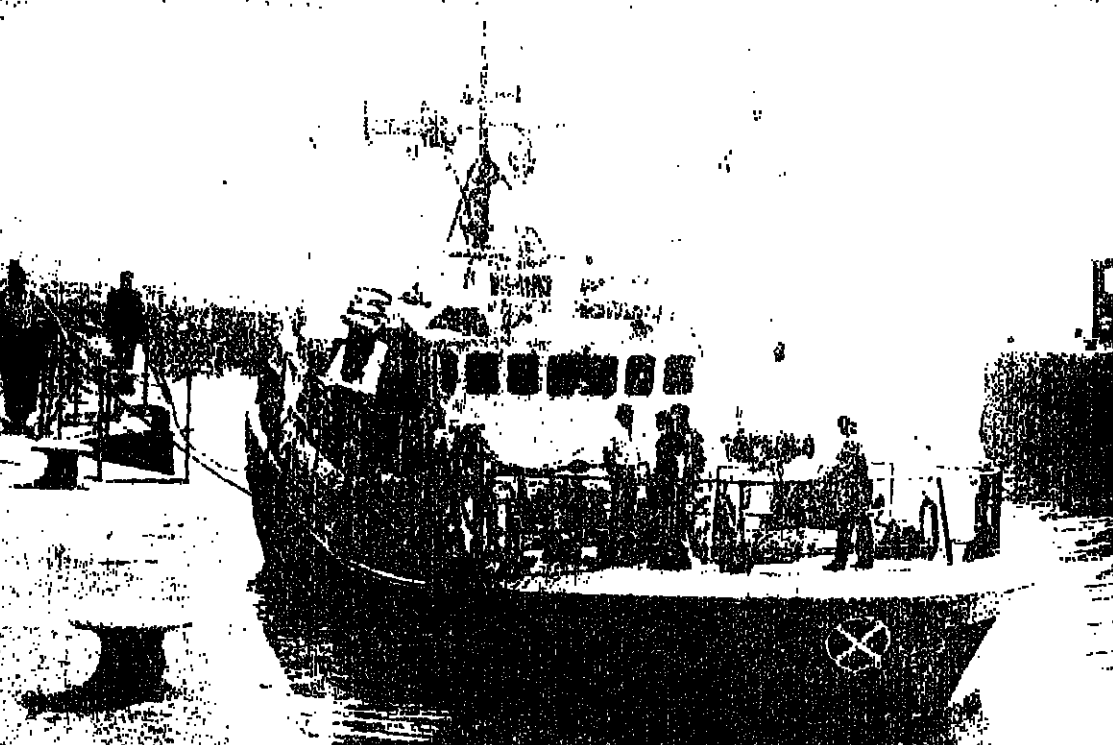
By the time this series of cruises is completed in July, the Laboratory says it hopes to have gained not only a better knowledge and understanding of the early life-history of the mackerel, but also sufficient data with which to estimate the total size of the western mackerel stock.

By counting the number of eggs in each sample, estimations are able to be made of the total number of eggs released during the spawning season. Knowing how many eggs are released by each mature female mackerel enables scientists to estimate the total size of the spawning stock.

The Cornish winter fishery depends on part of this stock, as do the Irish spring and autumn fisheries and the major Norwegian summer fishery at Shetland. This stock size estimate will be used in conjunction with the detailed catch and fishing effort information, which is collected daily from the ports, to form the basis for planning the rational exploitation of the stock.

Proper management of this resource which is so valuable to the south-west, is the ultimate aim of this intensive research programme.

Purser's 133 tons



THE Scottish purse seiner *Sedulous* (above) heads into Hull last Friday with 133 tons of sprats aboard. And she followed up on Monday with a similar catch.

Her massive hauls were, however, topped in one landing by Britain's largest purse seiner, the 148 ft. *Satti Maria*, when she landed 350 tons also on Monday.

Huge quantities of sprats caught by Scottish purse seiners in the North Sea have been reaching the Hull Fish Meal and Oil Co's dock-side factory this past week.

Mr. M. Anderson, the company's managing director, told *Fishing News*: "This is completely out of the blue. This is traditionally a very quiet time for our factory — and for industrial fishing generally — and it is the time when we undertake the annual overhaul of our plant."

"Unfortunately, with maintenance work being carried out, our production capacity is down to half. But we have managed to cope."

"Grimsbay has also had a few similar landings (see page five) and it is expected that vessels making sprat trips during the coming weekend will take their catches to their home ports of Fraserburgh and Peterhead."

"How long the fishing will last is anyone's guess, but my opinion is that it is a flash-in-the-pan and will not last long."

NCLUES OSIOUX

NO reaction for the loss in March of the first purpose trawler *Sioux* was put forward last week into the skipper.

Shortly after there was a "thud" on the canopy roof and the liferaft lights went out. The men then transferred to the second liferaft before they realised it had probably been their skipper trying to join them in the liferaft which had caused the lights to fail.

They immediately began to search. Although they heard him shouting some way off in the sea and blowing a whistle, they were unable to reach him.

His body was found after an air-sea search. Deckhand Clifford Baker of Lowestoft confirmed Mr. Edwards' account of the tragedy, as did engineer Graham Walford.

Grimsbay District Coroner, Peter Gladwin, said no real explanation was available as to why *Sioux* foundered. He paid tribute to Skipper Howe, who in the very best traditions ensured that his crew was safe before he left his vessel.

Mr. Gladwin recorded a verdict of accidental death on Skipper Howe, who is survived by a widow and three children.

Trawler tops £1/2m

THE stern fisher *Clarkwood* is the first trawler at Aberdeen to top £500,000 for a year's work.

She landed 1,462 cwt. this week after 13 days at Faroes and made £30,000. This brought her gross earnings to £513,000.

Skipper Stuart Thomson came ashore with the trawler still to make another trip before her first year in service is completed. Skipper Terry Taylor takes over for this trip.

Charles Small, managing director of the owners, John Wood Group, said that however impressive her earnings she is faced with extremely high operating costs which "greatly diminish the profitability of the ship."

"Don't forget, *Clarkwood* is a very sophisticated vessel and her original cost was very high. Fuel for example, costs £87 a ton — and she uses 34 tons a day."

"Nevertheless, this must not detract from the fact that the skipper and crew have done extremely well."

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£27,444: *Huddersfield Town*, Con-sol (Sk. F. Kirby), 1,024k, BI/WS, 23 days.

Middle water
£34,191: *Ross Zebra*, BUT (Sk. R. Reeves), 1,123k, W, 15 days.
£31,435: *Ross Leopard*, BUT (Sk. J. Brown), 1,035k, W, 17 days.
£25,064: *Ross Civet*, BUT (Sk. A. Redpath), 963k, F/W, 17 days.
£20,978: *Ross Juno*, BUT (Sk. J. Waddingham), 814k, W, 16 days.
£19,590: *Okino*, Taylor (Sk. R. McUlrich), 621k, W, 15 days.

North Sea
£7,906: *Tom Grant*, Lindsey (Sk. T. Oxtan), 243k, N/S, 13 days.

Seiners
£9,904: *Limanda*, Richardson (Sk. H. Thomsen), 322 k, NS, 16 days.
£9,613: *Charmor*, Richardson (Sk. O. Jensen), 244 k, NS, 14 days.
£8,325: *Martin Norman*, Sleight (Sk. N. Herd), 265 k, NS, 17 days.
£7,358: *Fourseas*, Sleight (Sk. O. Thinneren), 192 k, NS, 13 days.
£7,115: *Genara*, Sleight (Sk. W. Murray), 172 k, NS, 13 days.
£7,100: *Vendelbo*, Chapman (Sk. J. Thomsen), 215 k, NS, 17 days.
£6,775: *Walpaul*, Consolidated (Sk. C. Madsen), 229 k, NS, 15 days.
£6,543: *Ella Grethe*, John R. (Sk. R. McQueen), 232 k, NS, 15 days.

Pair teams
£5,878: *Anna Michelle* (Sk. M. Josefson), 159 k, and £5,470: *Sonia Jane* (Sk. D. Buley), 187 k, both John R., NS, 11 days.
£4,972: *Golden Venture* (Sk. A. Pultrey), 152 k, and £4,772: *Sean Scott* (Sk. P. Scott), 149 k, both John R., NS, 8 days.
£3,475: *Clee* (Sk. M. Cox), 94 k, and £2,975: *Searcher* (Sk. D. Cox), 79 k, both Sleight, NS, 11 days.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from Bear Island and White Sea: *Aldershot*, *Barnsley*, *Belgium*, *Northern Reward*, *Ross Kipling*, *Ross Rodney*, *Vianova*. From Faroe and Western: *Crystal Palace*, *Hondo*, *Lucerne*, *Osaka*.

PORT MARKETS

FRIDAY, JUNE 24 DUBLIN
A good supply of 1,888 boxes from Howth and Killybegs met a quiet demand. Prices: salmon, £1.30/£1.70; gillies, £1/£1.38; lobsters, £2/£2.10; black sole, £1.10; alps, 80p/85p; dabs, 40p/50p; cod, 17p/18p; codling, 10p/11p; whiting, 10p/12p; haddock, 10p/11p; plaice, 8p/22p; per lb; round whiting, 10p/11p; ray, £4/£4.4; per box.

MONDAY, JUNE 27 GRIMSBY
A moderate supply of 4,900 kts from 30 boats met a fair demand. Prices: half cod, £3/£4; codling, £12/£24; gurnard, £10/£10.10; per stone.

£19,135: *Grampian Chieftain*, North Star (Sk. R. Leiper), 876k, W, 15 days.
£16,033: *Glen Moriston*, Marr (Sk. J. Chisholm), 586k, S, 12 days.
£15,045: *Strathisla*, Brucewood (Sk. G. Thompson), 571k, W, 10 days.

LOWESTOFT
£13,485: *St. Mark*, Colne (Sk. J. Kelly), 511 k, NS, 12 days.
£12,949: *Boston Wasp*, Boston (Sk. R. Studd), 438 k, NS, 12 days.
£12,281: *Constance Banks*, Small (Sk. D. Athorn), 420 k, NS, 13 days.
£11,953: *Boston Sea Ranger*, Boston (Sk. I. Lacey), 424 k, NS, 12 days.
£11,653: *Boston Shackleton*, Boston (Sk. A. Jenner), 397 k, NS, 12 days.
£11,004: *St. Luke*, Colne (Sk. W. Hitter), 349 k, NS, 12 days.

NORTH SHIELDS AF vessels
£5,918: *Valhalla* (Sk. R. Veitch), 10,812 kg, NS, 4 days.
£5,223: *Scarlet Line* (Sk. J. Buchanan), 10,216 kg, NS, 3 days.
£4,911: *Sedulous* (Sk. R. McBain), 9,344 kg, NS, 4 days.
£4,724: *Emulate* (Sk. A. Wyse), 8,121 kg, NS, 3 days.
£4,018: *Sharon Vale* (Sk. D. Moodie), 8,726 kg, NS, 4 days.
£3,832: *Good Design* (Sk. J. Watson), 8,363 kg, NS, 3 days.
£3,821: *Ina McBain* (Sk. J. Fleming), 7,959 kg, NS, 4 days.

GRANTON
£18,346: *Arctic Reiver*, Liston (Sk. A. Wanless), 571 c, F, 14 days.
£13,753: *Arctic Brigand*, Liston (Sk. A. Wood), 656 c, NS, 15 days.
£11,378: *Arctic Explorer*, Liston (Sk. J. Banyard), 571 c, WC, 14 days.
£11,245: *Arctic Invader*, Liston (Sk. J. Robb), 587 c, WC, 12 days.

MILFORD HAVEN
£5,167: *Georgina Wilson*, Jones (Sk. T. Smith), 152 k, 13 days.
£5,021: *Rosewear*, Norrard (Sk. A. Simpson), 130 k, 18 days.
£4,002: *Picton Sealion*, Norrard (Sk. T. Salter), 125 k, 12 days.
£3,514: *Arthur Harvey*, (Sk. J. Donovan), 88 k, 12 days.
£2,968: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 126 k, 13 days.

KEY: BI Bear Island; **BS** Barents Sea; **DW** distant water; **F** Faroe Islands; **GW** Greenland; **HW** home water; **I** Iceland; **NS** North Sea; **NF** Norway Coast; **NFL** Newfoundland; **NS** North Sea; **R** Rockall; **S** Shetland; **W** Western Isles; **WC** West Coast; **WS** White Sea. **Sk** Skipper; **k** kts; **c** cwt; **kg** kilo.

MILFORD HAVEN
172 kts from one boat. Prices: large cod, £32; medium, £24; codling, £20; small plaice, £24; turbot, £93; whiting, £10/£12; Dover sole, £120; alps, £110; tongues, £90; large ray, £80; medium, £26; small, £22; per Set. kit.

NEWLYN
Prices: medium whiting, £2; small, £1.20; bass, £4; mackerel, £2.50; bream, £5.50; pollack, £3; large plaice, £4.50; medium, £4; small, £1.50; large lemon sole, £4.50; medium, £3; small, £1.70; large Dover sole, £16; medium, £14; alps, £11; squid, £8.50; monkfish, £11.50; akate, £4.30; large ray, £4; medium, £2.20; small, £1; turbot, £16; large cod, £23; haddock, £4.50; ling, £2.50; large conger eel, £1.80; medium, £1.20; small, 60p; large hake, £6.50; gurnard, 70p; large brill, £9; codling, £17/£28; whiting, £12/£24; gurnard, £10/£10.10; per 100 lb.

FLEETWOOD
2,845 kts from six boats. Prices: English half cod, £24/£41; plaice, £23/£50; haddock, £18/£40; hake, £20/£30; lemon sole, £24/£28; ling, £21/£26; dogfish, £7/£19; monkfish, £27/£32; roker, £9/£28; megrim, £13; codling, £17/£28; whiting, £12/£24; gurnard, £10/£10.10; per 100 lb.

TUESDAY, JUNE 28 LOWESTOFT
1,048 kts from five boats. Prices: cod, £30/£36; large plaice, £36/£39; medium, £34/£30; small, £24/£32.50; codling, £24/£34; large haddock, £36/£40; small, £13/£22; large turbot, £140/£145; small, £66/£68; whiting, £8/£14; lemon sole, £45/£52; brill, £45; dabs, £13/£26; monkfish, £60/£65; dogfish, £7/£13; catfish, £15/£20; per 100 lb. kit.

ABERDEEN
342 tonnes from 14 boats. Prices: mackerel, £8.10; cod, £28.50; large codling, £26/£30; medium, £25.50/£28.80; small, £21/£24; ling, £20/£22; tusk, £16/£18; saithe, £13.70/£16.40; large haddock, £34/£34.50; large, £22.70/£23; medium, £20.00/£20; small, £14/£25; whiting, £13/£24; hake, £25/£34; lemon sole, £4/£46; plaice, £16.50/£30; per cwt; halibut, £3/£10.10; per stone.

NORTH SHIELDS
Prices: cod, £20/£23; sprags, £20/£24; medium codling, £22/£23.50; selected £18/£20.75; small, £12/£16; second haddock, £18/£20; selected small, £15/£16.50; danny, £1; small, £11/£11.30; round small, £9.50; whiting, £11.50; round, £7.50/£8.25; per 40 kilo unit.

BRIXHAM
Prices: large plaice, £3.20/£3.40; medium, £3.20/£3.40; small, £3.20/£3.40; chats, £1.60; large whiting, £2.60/£2.80; small, 70p/80p; large and medium lemon sole, £6.30/£6.40; small, £4.80; large ray wings, £5/£5.50; medium, £4.80; good small, £3.50; small, £1; large conger, £1.20/£1.50; medium, 80p/£1; squid, £4.40/£4.50; large dabs, £2.50; medium, £1.50; small, 60p/70p; monkfish, £8; large mackerel, £1.20/£1.50; very small, 80p; small John Dory, £1.30/£1.40; per stone.

PETERHEAD
4,981 boxes from 28 boats. Prices: cod/codling, £2.90/£3.80; gutted whiting, £2.40/£2.70; round, £1.80/£2.20; coalfish, £1.90/£2.20; monkfish, £4.10/£4.30; catfish, £1.70/£1.80; ling, £1.80/£2.30; sole, £4.40/£5; plaice, £2.30/£3.50; per stone; small round haddock, £12.50/£14; gutted, £14.20/£28.50; per box.

FRASERBURGH
650 boxes from 26 boats. Prices: halibut, £14/£14.50; selected lemon sole, £5/£5.50; small, £2.50/£3; selected plaice, £3.20/£3.50; small, £2/£2.40; per stone; large haddock, £20/£25; medium, £10.50/£23; small, £13/£15; medium codling, £12/£24; small, £21/£22; cod sprags, £23/£26; whiting, £5.60/£5.70; fillets, shell cod, £7.30/£8.50; bulk, £7.20/£8.50; large conger eels, £2.20/£2.50; coalfish, £3.80/£4.40; small, 80p/£1.40; haddock, dabs and home water haddock, dabs and kit, £3.20/£3.40; gribben, £5.80/£5.70; selected whiting, £5.80/£5.70; small, £2/£2.40; £3.20/£3.70; small, £2/£2.40; small English dogfish, £2.40/£2.50; golden eyed duck, £4.40; London cured dry haddock, £2.80; golden eyed duck, £2.80; selected kipper, £4/£4.50; filleted kipper, £4/£4.50; selected kipper, £4/£4.50; £10/£11; bass, £15.40/£16; gray mullet, £4.20/£4.30; small, £7.50/£8.50; large medium, £8.20/£7.40; £3.80/£4.60; small, £2/£2.50; per stone.

SCALLOWAY
680 boxes from six boats. Prices: haddock, £12/£17.50; whiting, £8/£12; monkfish, £22; cod, £13/£17; per box.

SCRABSTER
175 boxes from four boats. Prices: haddock, £1.64/£2.04; plaice, £2/£4.68; skate, £1.20/£1.50; per stone; whiting, £12; per box.

LOCHINVER
545 boxes from ten boats. Prices: cod, £2.70/£3.30; haddock, £1.90/£3.30; whiting, £1.80/£2.60; plaice, £2.30/£3.20; megrim, £1.80/£3; lemon sole, £2/£3; dabs, £1.50/£2.50; skate, £1.50/£2.50; monkfish, £2.80/£4.40; dogfish, 60p; turbot, £10; prawns, £10.80/£22; per stone.

BUCKIE
250 boxes from five boats. Prices: cod, £2.83/£3.50; haddock, £2.50/£3; round, £2.25; whiting, £2; monkfish, £3.80; lemon sole, £1.50/£3; prawn tails, £10/£15; codling, £1.50; per stone.

EYEMOUTH
Prices: large codling, £22/£24.50; medium, £24; small, £20/£21; large plaice, £15.50/£17; medium and small, £12/£16; large haddock, £22; medium, £21/£22; small, £15/£21; small whiting, £13/£17.00; per 7st. kit; crab, £5.20; per 1st. kit; lobsters, £1.70; per lb.

ARBROATH
16 boats. Prices: medium haddock, £14; selected, £14/£15; small, £12.50/£14; large codling, £18; medium, £16; small, £16; large whiting, £12/£13; small, 65p; per box; lemon sole, £3.50/£4; dabs, 60p/£1; per stone.

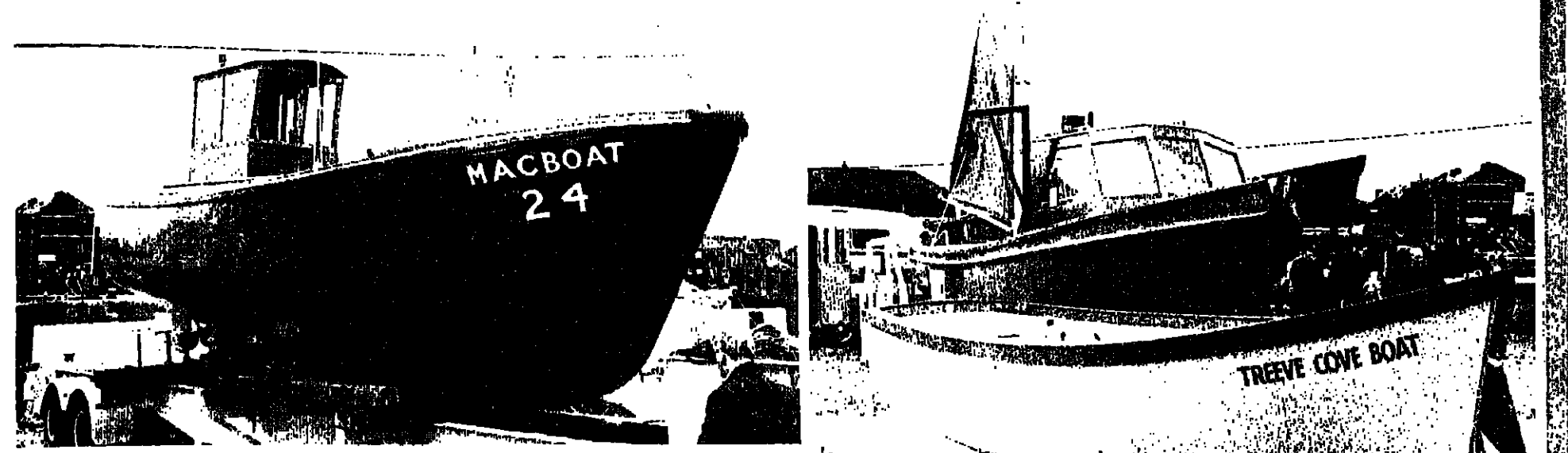
WICK
550 boxes from 11 boats. Prices: haddock, £11.10/£19.20; whiting, £9/£13.50; per box; plaice, £2.55/£4; skate, £1.20/£1.40; lemon sole, £3.50/£3.90; dabs, £1.10/£1.50; per stone.

MACDUFF
630 boxes from 12 boats. Prices: lemon sole, £1.90/£4.50; plaice, £1.80/£2.50; dabs, 70p/£1; dogfish, £4; per stone; codling, small, £12.80/£14.80; whiting, £13.50/£16.80; med haddock, £16.20/£23; round, £10/£12.40; per box.

LERWICK
110 boxes from 11 boats. Prices: haddock, £1.80/£2.90; cod, £1.40/£3; whiting, £1.50/£2.10; skate, 80p/70p; monkfish, £3/£3.80; plaice, £1.30/£1.30; ling, £1.30/£1.60; per stone.

KINLOCHBERRIE
250 boxes from three boats. Prices: haddock, £1.80/£3.4; plaice, £1.80/£2.80; megrim, £1.40/£3; monkfish, £4.90; whiting, £1.60/£2.30; per stone.

SMALL BOAT PARADE



Above: MacAlister-Carvell's MacBoat 24 hull was plastered in Hampshire and fitted out in Essex. The firm offers a range of ferro-cement hulls up to 40 ft. long and it can now fit them out.

Right: Cornwall's Treeve Marine brought the DS25 *Pamela* and a Cove Boat. Below right: 28ft. GRP hull from another Cornwall-based builder, Cygnus Marine, which uses Gary Mitchell designs.

CATCH '77

The two Cornish GRP boatbuilders Cygnus Marine and Treeve Marine look like booking the most orders among the small boat firms taking part in Hull's Catch '77 show last month.

Treeve told *Fishing News* that orders for three boats had been confirmed at the show: two for Scarborough and one for Fishguard.

The year-old firm has moulded half-a-dozen DS25 hulls to date and brought *Pamela* — a White Fish Authority-approved boat built for Guernsey owner Dick Tostevin — to the dockside show along with a 15 ft. GRP Cove Boat.

Pamela is similar to *Lona M* (see *Fishing News*, May 6) and is powered by Lister's low-profile STW-3 diesel of 30 bhp which drives through a 2:1 gearbox. Draft is fairly shallow.

Treeve completes as much of the engineering work on its boats as possible and even fabricated the open block for the gantry of the Seawinch pot/line hauler.

The firm has now sold 16 Cove Boat hulls — and 15 of them are for owners in Cornwall. A new mould has recently been made to form a Mk. II version.

An addition to the Treeve range was announced at the show. Dennis Swire of Porthleven, who designed the DS26, has now prepared plans for a DS19 version.

So far only the price of the hull, and not complete boats, has been decided: £1,265 basic with frames to White Fish Authority spec. Main dimensions of the hull, which needs around a 15hp diesel, are: length overall 19 ft. 6 in.; beam, 7 ft.; moulded depth, 3 ft. 11 in.; and draft aft, 2 ft. 3 in. It is hoped to have the first DS19 in the water during next spring.

Cygnus Marine has high hopes of selling four boats from its visit to the show: one GM38, two GM32s and one GM26.

The firm brought a Gary Mitchell-designed 21 ft. hull to the show which is to go to the Scilly Isles. An offset wheelhouse, Spencer-Carter capstan/line hauler and Petar 80 bhp diesel have been specified.

Another firm selling at least two hulls at Catch '77 was Hull Steel Craft. These very basic hulls seem to have

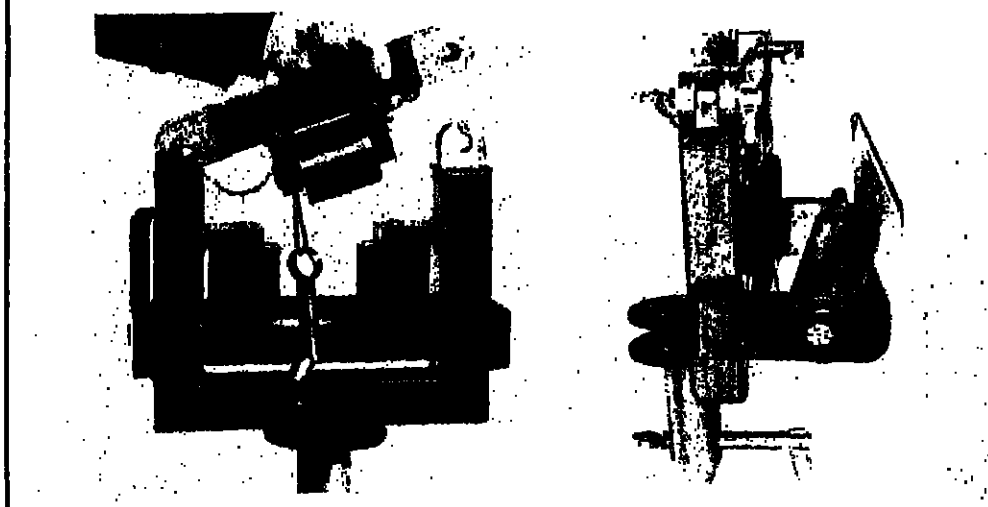
taken over from the Dutch-built Untouchable range and they are built in the open air about a mile down the fish dock from the show tents.

The 30-footer on show had a forward wheelhouse and

Turn to page 12

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HERRING REPORT

TUESDAY, JUNE 28

Ayr: 23 trawlers, 48 tonnes, home market at £47/£57.80. Full filling, hand selected, 170p/230 and 270/390 per 50 kg.

180/230 and 270/390 per 50 kg.

Turbot: 12 trawlers, 13 tonnes, home market at £30/£37. Full and filling, hand selected 180/280 and 270/390 per 50 kg.

WEDNESDAY, JUNE 29

Ayr: 23 trawlers, 48 tonnes, home market at £50/£58. Full filling, hand selected, 170p/230 and 270/390 per 50 kg.

Turbot: 12 trawlers, 13 tonnes, home market at £30/£37. Full and filling, hand selected 180/280 and 270/390 per 50 kg.

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Official and Classified ADVERTISEMENTS

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Salary will be in the range of £10,000 to £12,000, tax payable at Nigerian levels which currently approximate to 20%, depending of family circumstances. Contracts will be for two years, renewable.

Application forms for the post are obtainable from the Technical Director, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull HU3 4QE, to whom they should be returned by 7th July 1977.

Further details of the huge benefits, and of the operation, will be made available to those applicants whose experience is considered suitable.

Official and Classified ADVERTISEMENTS

Continued from Page 11

GOOD buyer of quality pollock, smoked, wet, filleted or whole. Telephone: Grimsby 50551.

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SKIPPER tickled experienced bottom/mid water trawling, and scollips, requires vessel to work, preferably s/west, any position considered. Box No. 025

Show boats

From page 9
cost £1,850 as seen; a heavy-duty version is available for £2,185. Other lengths in the range include a 25 ft. hull for £1,185 and a 37-footer for £3,900.

Around one hull a week is being produced by Hull Steel Craft which has orders for 15 craft in hand.

Orders for Hull Steel Craft included a 30-footer to fish the Humber and a 37-footer for North Wales.

MacAlister-Carvall was offering a ferro-cement MacBoat 24 for around the £10,000 mark if fitted with a 50 bhp diesel. The MacBoat 24 on show, powered by a 74 bhp Ford Dolphin, will cost around £11,500 fitted out.

Strong interest in ferro-cement craft came from fishermen based around The Wash who have to contend with boats drying out between tides.

The MacBoat 24 had been fitted out by the Dixon Kerly



BUSINESS FOR SALE

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fishing news

July 8, 1977

No. 3835.

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Hitting the sprats

SCOTTISH purse seiners including *Comrade* (below) were crowding into Hull last week with sprats for the meal plant. Story and pictures page five.

FREEZERS STRANDED BY NORWAY BAN

PUNCH-DRUNK and waiting for the next blow. This was the state of the owners of 18 distant water trawlers on Humber-side after being faced with the news that the Norwegian grounds are now out of bounds to EEC vessels. The cod quota for the EEC had been taken in two months, said the Norwegians, and the zone north of 62 deg. N will be closed until September.

The big question now facing the 36-strong British freezer fleet is where to fish? All that remains is the Russian area of the White Sea. In Grimsby, distant water operators for once seemed lost for words.

"If you want printable comment I suggest you contact Mr. Gundelach. In less than a year he has succeeded in bringing the distant water fleets in the UK to the brink of the biggest disaster in fishing."

"Even Hitler and the evils of two world wars never achieved anything so diabolical," one company spokesman told *Fishing News*.

There seemed to be an atmosphere of almost total disbelief, although skippers confirmed that companies had already issued instructions to vessels in the Norwegian sector of the White Seas that they must pull out. Now, only the Russian sector remained open, plus a certain amount of fishing up to Spitzbergen.

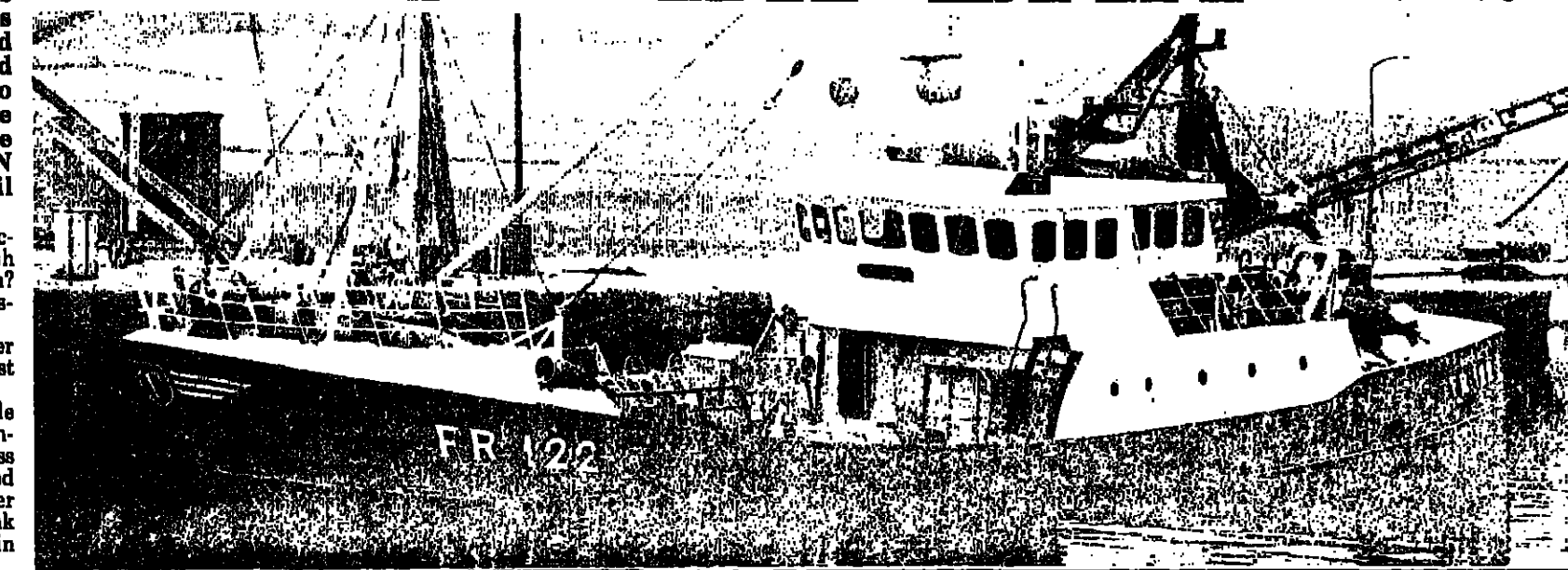
As Grimsby maintained its angry silence it rapidly became clear that future distant water fishing would hinge very largely upon the Russians and their attitude to a British presence in her territorial waters.

In an angry letter sent to the Minister of Agriculture and Fisheries, John Silkin, the British Fishing Federation pointed out that Britain is having to pay heavily for the lack of restraint by others. And Norway will probably only re-open her zone for a short period after September 1.

This is because the immediate closure of the zone north of 62 deg. N will almost certainly result in a diversion of effort to the seas around the Far Islands and Spitzbergen, where Norway has announced a "fisheries protection zone" and a "standstill" on fishing effort.

If the "standstill" is not observed, Norway will carry out her threat to correspondingly reduce the EEC quotas in her own 200-mile limit in the last quarter of the year, says the BFF.

The federation has told the Minister that the closure is made all the more galling because the UK industry was



FINES CRUSH DUTCH REVOLT

SKIPPER Nicholas De Niet of the Dutch trawler *Maria* has appealed against a £25,000 fine imposed on him at Aberdeen Sheriff Court on Monday. His solicitor said that he has appealed against the sentence by way of a stated case to the High Court.

Skipper De Niet admitted contravening the new British North Sea herring ban by fishing 50 miles off Aberdeen on the day the order came into operation. His gear was confiscated by the court along with the catch. The sheriff allowed the skipper to buy back his gear.

Another Dutch skipper was in court at Lerwick on Wednesday for the same offence and he was expected to get a happy fine.

Jan Colam, a representative from the Dutch owners at Aberdeen, said that the company bought back the gear, otterboards and warps at £1,500 and three nets at £4,000.

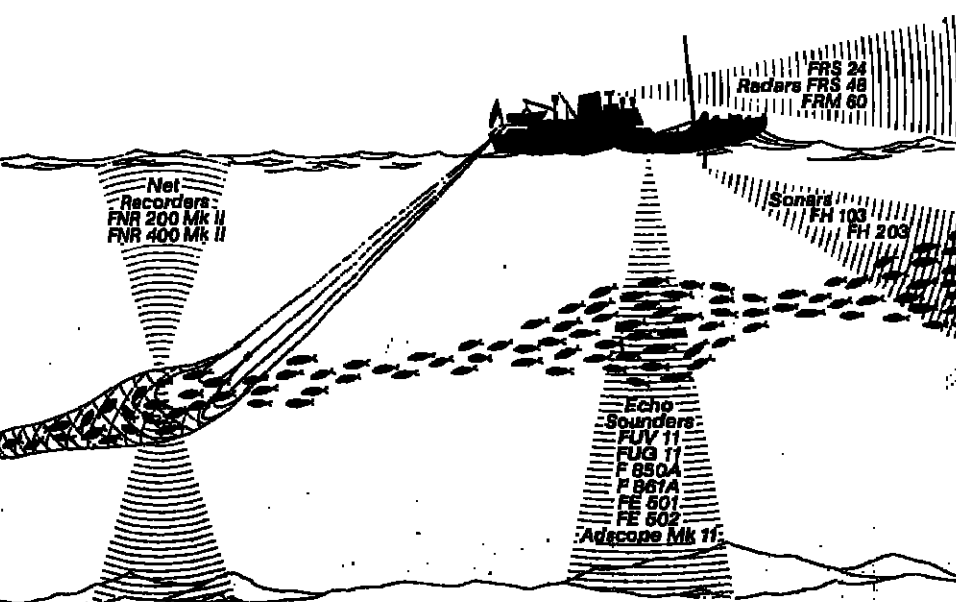
The catch was sold to undisclosed buyers and is understood to have fetched £7,980.

Maria left Aberdeen on Tuesday after payment of the fine was formally notified to Lieutenant Commander Ken Johnson of the fishery protection ship, which acted as custodian of the arrested Dutch vessels at Aberdeen.

The Dutch fishing industry has reacted angrily to the sentence to the *Maria's* skipper. The Dutch say that their boats could be tied up for a lengthy period causing some unemployment, but some of the herring boats might turn to horse mackerel, a fish not for domestic consumption in Holland but for export to Africa.

Mr. H. Boelmanns, Secretary of the Dutch Fishing Foundation, said he thought it was a ridiculous sentence. "The game should not be played quite so hard as this," but I

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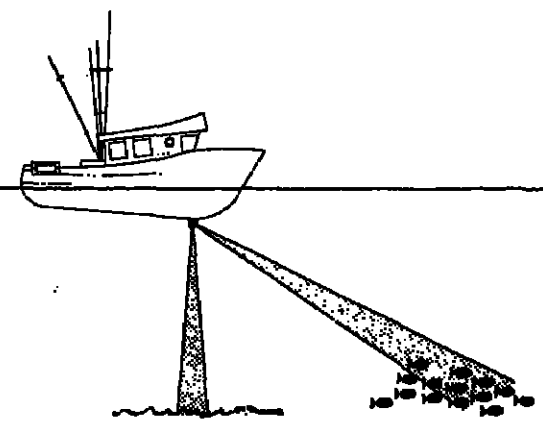
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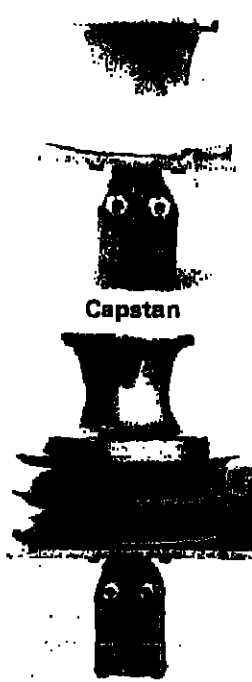
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'POLICY SWITCH' ON LIMITS ANGRYS BFF

A POLICY switch by the government in suggesting "dominant priority" as an alternative to an exclusive zone in a revised Common Fisheries Policy has drawn an angry response from the

British Fishing Federation.

"There is no alternative to a 60-mile exclusive zone if the nation's fish resources are to survive," it says.

The sudden switch in Luxembourg last week came as a shock to both fishermen and

port MPs, says the BFF. The government had consistently been emphasising its commitment to an exclusive zone.

The first hints of a change in direction came in a speech by Fisheries Minister John Silkin in last week's Commons debate and it tended to

be obscured by the emphasis laid on "radical redesign" of the Common Fisheries Policy, the BFF says.

"As far as we are concerned there is no alternative to a mile exclusive zone," said BFF spokesman.

"It has always been a contention — and one which we understood the government and the whole House of Commons shared — that a zonal conservation system, but, more importantly, means of enforcing it, to ensure the UK obtains a share of the total EEC catch."

"The Community does not have the capability of enforcing a zonal system. All possible alternatives must rely to a greater or lesser extent on the goodwill and efficiency of member states. That cannot be guaranteed as the argument on North herring fishing demonstrates."

"The only alternative to an exclusive zone is, in any way it is dressed up, a form of Cheat's Charter."

Devon Sea Fish Committee is to present urgent repair work to the Crumblin Clovelly breakwater.

The Crumblin Clovelly breakwater is proving a danger to Devon fishermen who are forced out of business because the harbour is made unusable by the breakwater.

The breakwater is privately owned by Crumblin Clovelly, which says it is unable to afford the possible £30,000 cost of the repair work. Fishermen, however, fear the crumbling wall could collapse, resulting in no protection for boats moored in the harbour.

It is hoped that Crumblin Clovelly may consider the breakwater to be a liability. This would enable the Devon Sea Fisheries Committee to help financially with repairs.

The committee has asked the press to urge the government to take urgent action to protect coastal waters from the breakwater.

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Tories try to halt industrial fishing

A COMPLETE ban on industrial fishing around Britain up to 200 miles was demanded by a Conservative spokesman in the Commons on Wednesday.

The suggestion was made in a Commons standing committee examining orders allowing non-EEC vessels to fish British waters.

Sir John Gilmour (Con, East Fife) said that such a ban could be imposed within EEC rules and should lead to the end of the year.

He also questioned whether so many licences should go to third countries at present — and he demanded a bar on

countries whose boats continuously broke regulations.

But Edward Bishop, Minister of State for Agriculture and Fisheries, said the government did not regard industrial fishing as harmful in itself if it could be done without affecting stocks for human consumption. It had been restricted in some cases.

He added that, on the whole, boats of third countries obeyed licensing provisions.

When the industrial fishing issue was raised in the Lords on the same day, Lord Strabolgi said that he understood there was to be a complete ban on industrial

fishing in the whole of the EEC zone for the rest of this year, but this is understood to have been a mistake.

Skipper dies
SKIPPER Andy Wraith, one of Grimsby's few North Sea specialists, died in a Grimsby hospital after a sudden illness on Saturday. He was only 36.

Skipper Wraith had spent most of his 21 years in the industry on North Sea trawlers and was lately employed by Lindsey Trawlers. He regularly commanded the near water trawler Tom Grant.

Skipper Wraith leaves a widow and five children.



Line boat's demo trip

SCOTTISH fishermen and others interested in the Breasdale fish drying plant development in the Hebrides inspected the advanced Norwegian automatic lining boat *Oyliner* last month.

The 86ft. vessel broke her passage to the Rockall tain elements of new grounds to visit Stornoway, that is why we have invited where the boat's Mustad Autoline system was demonstrated.

The vessel's automatic baiting system was also explained at a film show in the Royal Hotel, Stornoway, by Mr. Silden of Mustad.

Jim Lindsay, head of the Highlands and Islands Development Board's fisheries division, said: "We don't want to give the impression that the board sees the Norwegian fleet playing any role in supplying the Breasdale fish drying plant."

"We have certainly been active in identifying and

Oyliner — the 86ft. Norwegian boat which demonstrated the Mustad Autoline system at Stornoway.

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Faroe trawler ready soon

THE FIRST of four 87 ft. stern trawlers being built at Campbelltown Shipyard for Faroeese fishermen was launched on Saturday.

The 2600,000 vessel was named *Von* (Faroeese for hope) by Mrs. Oda Andressen, wife of one of the owning partnership, in a ceremony watched by the Faroeese Prime Minister, Adli Dam.

She is due for completion by the end of next month, after which she will sail to her home port, Torshavn.

The order for the four ships came through Sjaath Bheinn Ltd., in the Isle of Skye, which is Campbelltown shipyard's Faroeese agent.

Traditionally, Faroeese ships are built in Norway.

Von has a 683 bhp main engine.

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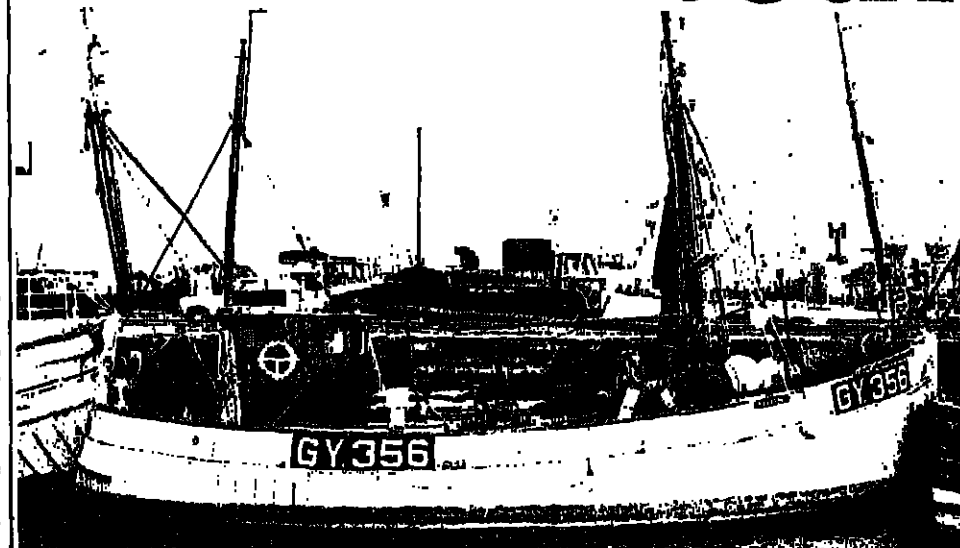
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Boyd buys another inshore boat



THE 40-TON wooden Danish anchor-seiner *Pandion* has been bought by the Grenaa Fishing Co. Ltd. of Grimsby, a subsidiary of Hull's Boyd Line.

Pandion, formerly operating under the Danish flag (E 318), is the second Esbjerg vessel to join the Grimsby fleet in the past month.

Her addition to the Grenaa Co. boosts the inshore interests of Hull deep water owners, Boyd Line Ltd., which bought up the Grimsby company last spring.

Pandion has joined the fast-expanding Danbrit (Fish Salesmen) Ltd. agency, as have Boyd's other subsidiary vessels at Grimsby, the pair trawlers *Grenaa Star* and *Grenaa Pearl* and the anchor-seiners *Grenaa Way* and *Helian*.

Left: *Pandion* at Grimsby after fishing her way across from Esbjerg. She grossed £8,467.

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In less than six months the Danbrit fleet has risen from one vessel to 24.

Pandion got off to an excellent start with a fishing trip across from Esbjerg under Skipper Borge Host. The team pleased everyone concerned by making a big

£8,467 grossing from 193 kits, mainly of fine North Sea cod.

The 61 ft. seiner — now been re-registered as GY 356 — was re-engined with an eight-cylinder Gardner two years ago. On deck she is well-equipped with a hydraulic power block and Ramme seine rope storage drums, both driven by two hydraulic motors with power take-offs from the main engine.

The vessel has been exceptionally well maintained by just one owner since new.

'SARB J' IS LAUNCHED FOR 'BRID'

BRIDLINGTON'S latest steel seiner-trawler, *Sarb J*, has been launched by the John Harker shipyard at Knottingley, West Yorkshire.

The 69 ft. 9 in. long overall boat was named on Thursday morning last week by the wife of the boat's skipper and joint owner, Brian Taylor. He has bought the boat in partnership with Jack Robinson (Hull) Ltd.

Sarb J, which is also fitted for pair trawling, has a beam of 18 ft. 6 in. and depth, 9 ft. Her gross tonnage is under 60.

The main engine is a French-made Baudouin type DNP 12 of 380 bhp running at 1,600 rpm which will give the vessel a speed of nine to 10 knots.

A 5:1 reverse-reduction gearbox is coupled to the main engine and the 56in. dia. four-bladed propeller is housed in a towing nozzle.

Deck machinery on *Sarb J* comprises a Norwinch six-ton hydraulic winch fitted on deck, directly in front of the wheelhouse, and a 19in. power block mounted aft.

A cabin is provided below deck, aft, for the crew of five. Over the cabin and above deck is a steel casing housing the galley, the wheelhouse is forward of the galley.

Fittings in the galley include a stainless steel sink unit, gas cooker, gas water heater and Fornicea worktop. Electricity for lighting and power is supplied by three 24 volt d.c. Transmotor generators in the engine room. Two of these are belt-driven from the main engine, the third being driven from the auxiliary engine. K. & L. type 200 steering gear has been fitted.

This is the 314th vessel launched by John Harker (Shipyards) Ltd.

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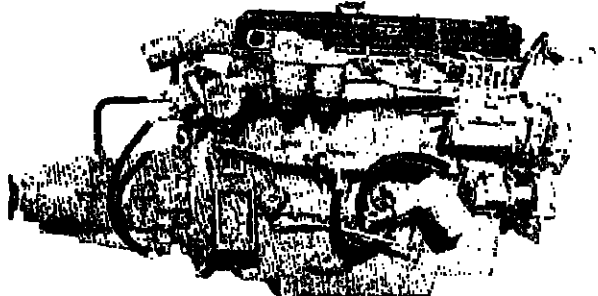
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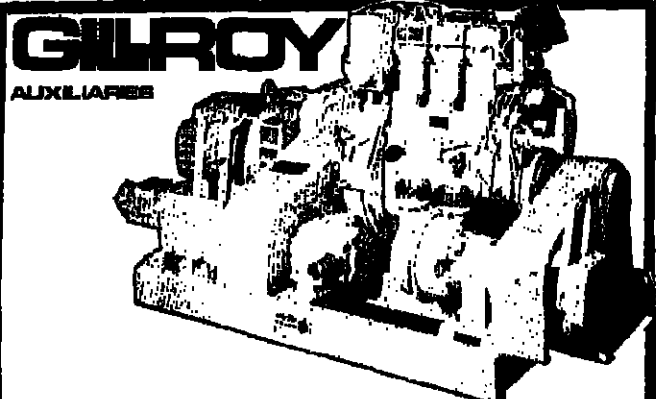


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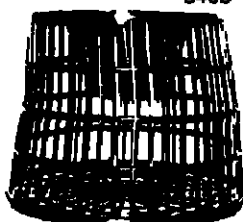
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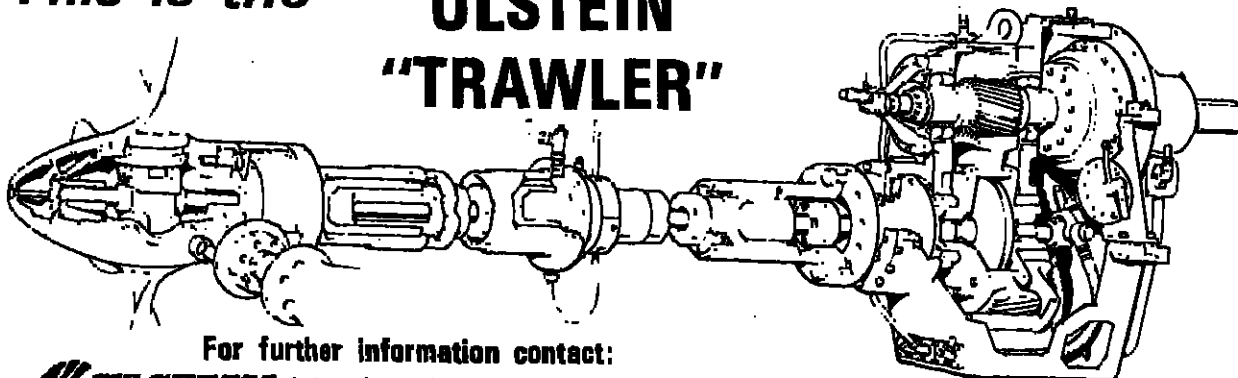
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Records on ice at Newlyn



A DUTCH ice-making machine has been helping a Cornish liner to some record-breaking catches. With this new equipment on board Skipper Mike Hosking (left) made £6,153 for 2,800 stone of ling at Newlyn recently in the *Dew-Genen-Ny*.

This 86 ft. vessel is the first in the West Country to install a modern ice-maker and refrigeration system on board.

Manufactured by Promac, Holland, the system was installed during a recent

general refit at Hidesford Shipyard.

Skipper Hosking told *Fishing News* on Monday that the system meant a better product for the consumer.

With the fishroom cooled to one degree above zero the catch can be kept in top quality, with return to port on Friday and marketing on Monday, if need be.

"We landed fish on the market this morning which you would think had just come out of the water."

"The merchants also say it is an outstanding success from their point of view."

Built at Aberdeen some 15-months ago, *Dew-Genen-Ny*, can now provide two tons of ice in a day.

After the week-end in port there are four tons of ice ready for the crew when they leave port at the start of a fishing trip. The forward ballast tanks can then be filled with more fresh water so

that there is, in all, eight tons of the crisp, flat ice...enough for the whole trip.

Now the 86 ft. vessel is tied to a market, the place. "They tell us they keep fish in good condition from seven to ten days," Hosking added.

The catch can also be held over to enable it to be distributed more evenly at the market.

"It was expensive, but certainly is proving itself in these few weeks," he said.

Speaking about his record Skipper Hosking believed that without the system the fish would have gone ashore in only 60 per cent of the condition that it is landed, and that they would not have been able to catch such a large catch.

"We would not have been able to bring ashore such a large quantity of fish in the quality," Mr. Hosking declared. It was caught miles west of the Isles of Scilly.

The white fish is gutted, deck and brought down to the hold which is a fibre lined. Fifty tons of fish can be refrigerated in a hold.

"We can prosecute the fishery in much more economic terms," he said. See page 16

MACKEREL PROBE

THE IRISH Government has given the MAFF research ship *Cirolana* permission to work on mackerel investigations off the coast.

From July 12 to 27 she will be joined by John Molloy of

the Irish Fisheries Department, who is well-known for his years of study on the herring.

The vessel will work off the Irish south coast as part of a series of voyages to probe the western mackerel stocks.

COMMENT IN RUSSIAN HANDS

THE LONG-HELD fears of the British distant water industry have been realised with Norway calling a halt on EEC fishing.

This move has virtually delivered the fate of the British freezer fleet into the hands of the Russians. The only grounds of any potential are in the Russian-controlled area of the White Sea.

The Bear Island grounds, usually finished about now, are petering out fast. If Iceland was still available, Bear Island would not even come into consideration.

With this reliance on the Russians to keep some of our freezers working, there will no doubt be anxious thoughts cast back to May this year when the Grimsby trawler *Barnsley* was ordered to leave these grounds. Although this was later described as a mistake — for which the Russians apologised — there are certainly fears that the Russians, who said the trawler would not be allowed in again until there was an agreement between Britain and Russia, could repeat this action.

It can now be seen just how effectively the

EEC has wrapped up our distant water fishing. The gutless negotiations with Iceland, allowing member fleets to run wild in Norwegian waters has rebounded on British

In the light of the havoc it has wreaked British fishing, there can hardly be any sense in justice on the part of the EEC over our unilateral action on North Sea herring.

A little knowledge...

WHY CAN'T politicians just do a little homework before leaping to their feet as saviours of the fishing industry? At present BAN must be the most overworked word in fishing circles; now we find a Tory spokesman in the House of Commons calling for a complete ban on industrial fishing.

There will certainly come a time when some restriction will have to be put on industrial fishing but, as far as the British fleet is concerned, that time is not now.

Times have changed. The days have gone when we could brand people like the Danes as villains because they fished heavily for our plants. Next winter British trawlers will be moving down to the south-west to fill up the voracious Danish plants with mackerel — as well as our own factories.

Like it or not, we need the fish meal plant. The food market is just not there for the fish on which the future of British fishing is like being heavily dependant. Until it is we will be wary of any moves to put the depleted fishing fleet out of work.

While we need politicians to lend their port to the fishing industry, they should remember that a little knowledge can be a dangerous thing.

fishing news

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Pursers on the Humber

FISH MEAL plants on the Humber were busy again last week dealing with landings from Scottish purse seiners.

After some heavy sprat landings at Grimsby, the Scots switched their attention to Hull last week — and this included Britain's largest pursuer, the 148 ft. *Setti Mari* from Fraserburgh.

Some of the heaviest landings of the week were made by the Tait brothers from Fraserburgh in *Comrade* and *Challenge*.

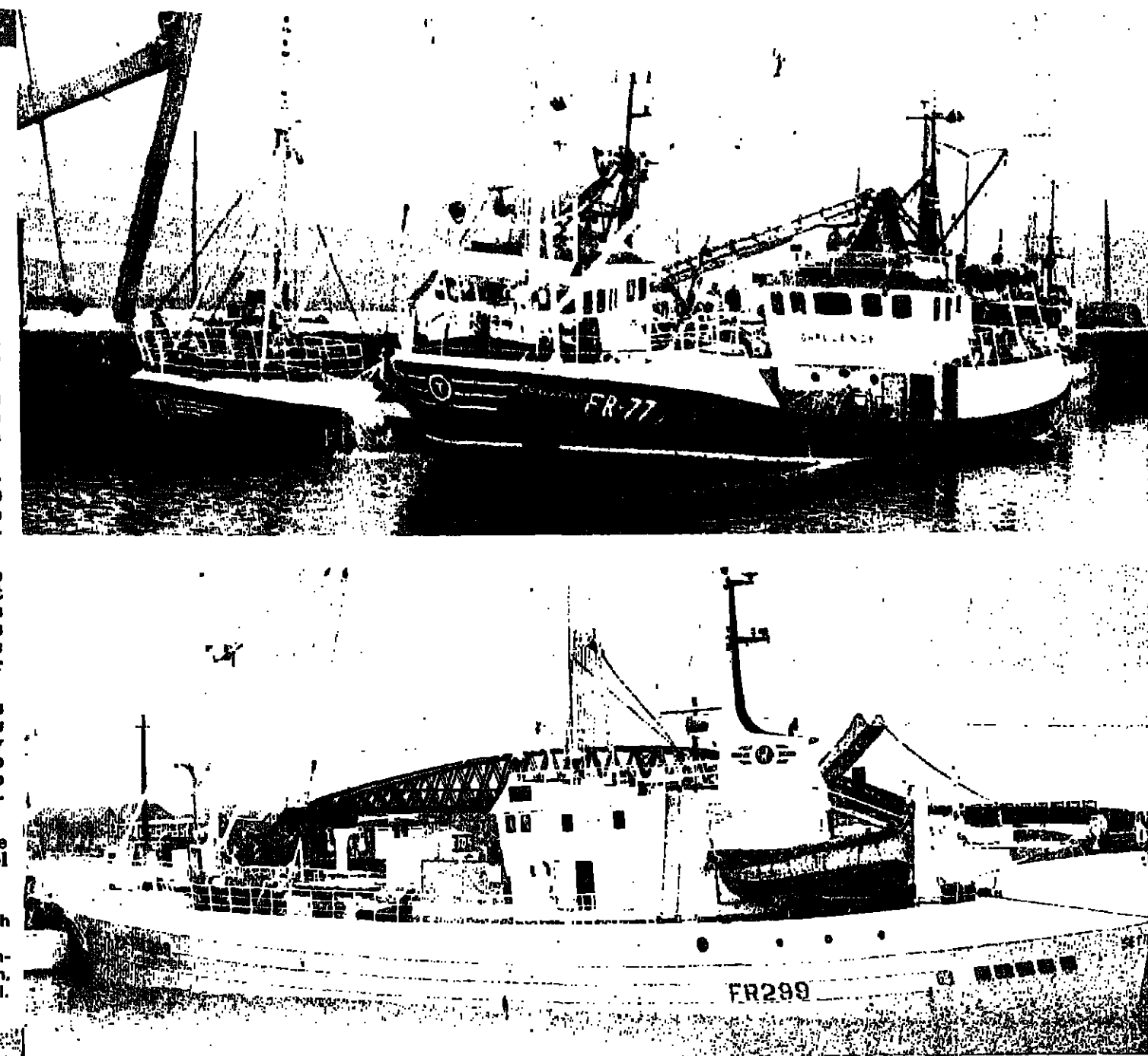
After making weekend landings in the region of 180-200 tonnes at Hull, the pursers were back again fully laden in mid-week.

This time *Challenge* put ashore 203 tonnes at Grimsby, but *Comrade* headed back to Hull as the South Humber side port was having its first look at *Sedulous* which arrived deep in the water with 184-tonnes aboard.

On the grounds fishing was reported as 'steady' and vessels were filling up so quickly they were able to make the round trip from Scotland without adding to the considerable Humber side landings.

A 120-ton catch was put ashore at Hull by the Scottish vessel *Conquest*.

Top right: *Challenge* and *Comrade* with a load of sprats on at Hull. Right: the 148 ft. *Setti Mari*, commanded by Jim Slater from Fraserburgh, moving in to put ashore sprats at Hull.



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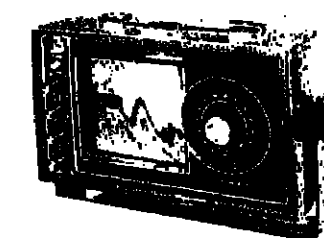
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DOUBLE THREAT TO
SALMON STOCKS

WHITE FISH men on the Scottish east coast pressing for salmon licences and an increase in illegal drift-netting at sea are causing "serious concern".

These two factors, says the Association of Scottish District Salmon Fishery Boards, may demolish Scotland's position as one of the world's few remaining large-scale producers of Atlantic salmon, and destroy

the nation's great salmon resource.

Drift netting for salmon was banned by the government following the recommendations of the Hunter Committee in 1963. Despite this ban, drift netting at sea has recently re-started and enforcement of the law has become more difficult.

The already serious effect of illegal netting, in the view of the association, could be made enormously worse were the law to be changed to per-

mit the Department of Agriculture and Fisheries to issue licences to white fish fishermen to catch salmon off Scotland's coast.

The association appreciates the damage which white fisheries have suffered as a result of the failure to obtain international agreement on a 50-mile limit. They support the white fishermen's case on this issue but cannot accept that, because stocks of white fish have been depleted and are under pressure, the hitherto successful conserva-

tion of salmon stocks should now be abandoned.

If licences were to be issued, says the association, would eventually destroy the livelihood of professional fishermen, also of fishing hotels, and seriously affect employment in remote districts where considerable work is being done to develop the nursery of salmon rivers.

The ultimate result could be that Scots Salmon would disappear.

Why the drift-net ban should stay

LETTERS

SIR, Your issue of June 3 included an article headed "End salmon drifting ban". The lifting of the ban was being called for by the skipper of a white fish boat at Peterhead.

This is to provide these boats with an alternative fishery following over-fishing and difficulties in the white fish industry.

This letter gives the other side of the coin: the case for conservation of salmon stocks. This is the reason the ban remains in force despite ten years' lobbying by the government by Peterhead fishermen. They never mention that

they — and anybody else — can tender for salmon fishing rights. These are openly on offer by the Crown, Department of Agriculture and Fisheries and private estate owners, and some of these leases are well within the finances of small operators.

The white fishermen want to drift for salmon and make big catches with cheap monofilament nets. They are asking the government to make legal what is being done all round the coast by many illegally.

It is alleged that salmon worth £700,000 was taken by drifters last year. This year there are four cases awaiting trial (others earlier) but only a few are caught. One skipper engaged in drifting boasts they'll never be caught as they are taking turns as watchers. Recently there was an article in *The Sunday Post* about modern pirates making a killing off the east coast of Scotland. One boat recently earned £9,000: not bad for a day's fishing. Many small salmon stations do not get that amount for the whole season.

The article goes on: 'It has been estimated that thousands of pounds of salmon are caught illegally by unscrupulous fishermen and the fish is landed at ports throughout Scotland. They are reaping rich rewards with illegal drift nets, strategically placed off the shoreline.'

'Often identification marks on the boats — port registration and names — are painted over with distemper to prevent them being traced. Later the paint is washed off to allow them to land at any port. It needs a constant vigil to stamp out this menace.'

It is not surprising that, with all this going on, the legitimate salmon fisheries have been getting considerably reduced catches these last years. The February/August open season is only fished May/July at many stations.

The lobster and white fish

fishermen receive grants and loans for their boats which are not given to salmon fishermen and there are heavy gear costs even for the smallest station. The fishermen who want the drifting ban lifted are asking for the right to deprive others of their livelihood.

It is not true to say the government brought in the ban on drifting in 1962 without evidence of its destruction. That can be ascertained by anyone taking the trouble to enquire. The government followed up with the ban on the use of gill nets previously permitted to the salmon fishermen for the same reason, though minor in comparison with drift netting.

The method used for catching salmon commercially in rivers is by sweep net. The rivers are not dragged non-stop. In some cases they are worked only around 1½/2 hours each side of low water; in others only the most likely times for catching.

It is stupid to contend that the prime objective of those engaged in sweep netting is not to allow one fish to get up the river to spawn. No spawning, no salmon. Indeed, many owners of river rights take out a given number of fish each season and fully stock their rivers.

Confusion over the median line — the line drawn to divide waters less than 200 miles wide — led to Angel Rodriguez (38), of the trawler *Villarino*, pleading guilty to fishing within the British 200-mile limit.

The court was told that, when the median line

between the Cornish coast and the Irish coast was drawn, the point at which Rodriguez had been fishing broke the law.

Skipper Rodriguez was ordered to forfeit his net worth £1,500 and to pay costs. His vessel was arrested by the Royal Navy fishing boat *Aurora* 90 miles off the Scillies.

Plymouth magistrates fined two poaching salmon skippers £10,000 each for a year period.

Research chief DIRECTOR of fisheries research at Lowestoft, Mr. Lee, has been appointed controller for fisheries research and development in Scotland. He succeeds Basil Peck, director of the Marine Laboratory, Aberdeen. His appointment is for a year period.

£6,000 fine

A SPANISH skipper who thought he was fishing in Irish waters was fined £6,000 by Plymouth magistrates on Wednesday.

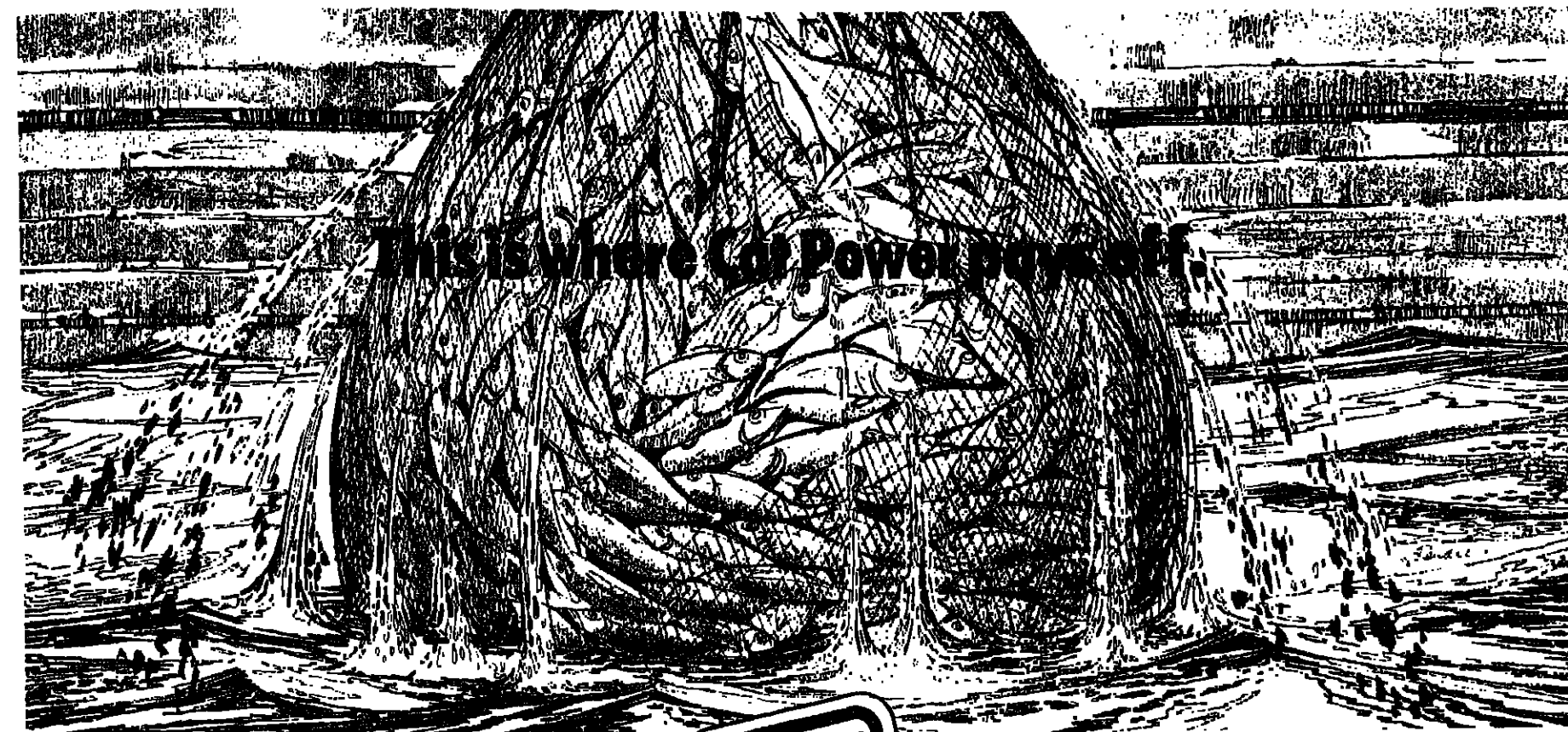
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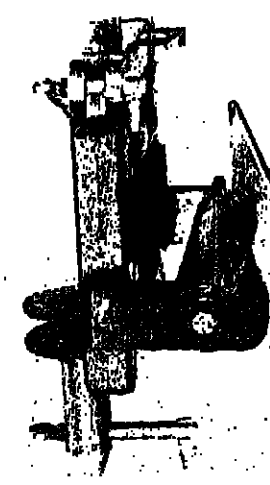
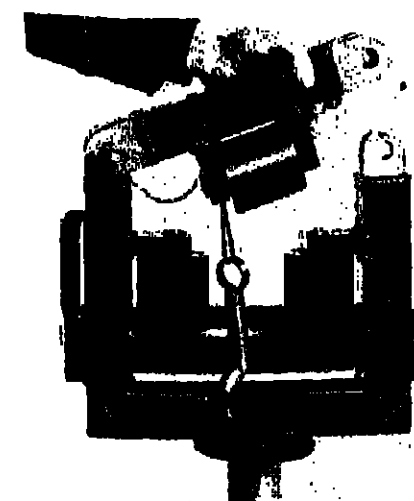
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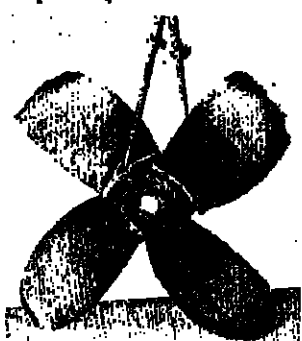
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"WE TRAWL smooth ground close inshore mostly. But we have not been doing too well lately and are thinking of trying some roughish ground further out."

"We usually use bass rope with some leads around it for groundrope but are afraid that it would get cut to bits on anything except smooth ground."

"We have, therefore, been thinking of using a wire groundrope with bobbins on it."

"If this would make sense, what kind of bobbins should we use?"

■ As long as you divide the wire into two or three lengths and lead ends together with fibre twine, which will part if you encounter a major snag, your idea seems sensible enough.

Bobbin

It would be equally sensible to use a bobbin made of the same type of aluminium alloy as deep sea trawl headline floats; an 8½ in. diameter banded spherical bobbin which weighs a little over 4 lb. and has eight holes in it.

This type of bobbin is light

Oilskin supplier

"I HAVE tried all over Anglesey and in Bangor to get Viking Hi-Glo oilskins — without success."

"Please let me know the name and address of any manufacturer or distributor."

■ Sole UK distributor of these oilskins is The Asbestos and Rubber Co. Ltd., Waverley Street, Hull HU1 2SL.

FREE ADVICE

A NEW comprehensive list of government establishments which issue free technical and other information to members of the fishing industry is now available.

The list has been compiled by J. J. Waterman of the Torry Research Station and has been published as Torry Advisory Note No. 70.

Purpose of the Note is to list government departments and other organisations in the UK supported by government funds, which are prepared to give technological advice and assistance to the fishing industry.

It also outlines the role of each so that anyone seeking advice can quickly discover which organisation is best to ask.

The list contains names, addresses and telephone numbers of no less than 31 departments or organisations. They are printed in alphabetical order, and numbered, and there is a subject index.

Therefore, if you know the name of the concern you want, you can refer to it directly to discover precisely what services it can provide. If you want advice or information about a particular matter and don't know which

to handle on board, fills with water and sinks quickly. It is most durable and affords groundrope and net good protection on rough ground.

The bobbin can be kept in position on the groundrope wire by means of 'locators' designed for use with it. These are circular metal fittings which can be fixed to the wire on either side of a bobbin.

Both bobbins and locators are obtainable from Cosalt in Grimsby or any of the company's branches.

Do-it-yourself net twine

"HAVING recently obtained quotations for trawls, trammel and gill nets, I have become interested in the feasibility and economics of making my own."

"Please send any information on synthetic twines available today and the types of net which each sort of twine goes to make."

■ Principal synthetic twines used in the UK for making nets are constructed from nylon, polyester, polyethylene or polypropylene fibres.

Nylon, for instance, has a specific gravity of 1.14 and twines made from it will sink in sea water. They are immensely strong for their size compared with twines made from vegetable fibres and will stretch further than any other types of twine — without breaking.

Specific gravity of polyester (from which Terylene is made) is 1.38 and twines and netting made from it will, therefore, sink. Terylene twines have about the same strength as those made from nylon but do not stretch in the same way. They are the most expensive of all fish net twines.

Specific gravity of polyethylene, generally known as polythene, is about 0.95 and twines made from it

will float. They do not absorb water and, like twines made from nylon and polyester, are resistant to rot and attacks by bacteria, fungi and most chemicals.

Prolonged exposure to strong sunshine will weaken polythene twines but their resistance to abrasion is high. They are less expensive than either nylon or polyester twines but not as strong.

Resistant

Specific gravity of polypropylene is 0.91 and twines made from it will also float. Some of them are as strong when wet as twines made from nylon or polyester and are equally resistant to rot.

Such twines have good resistance to abrasion and, because of their lightness, have a greater runnage than most netting twines of equal thickness and similar construction.

Synthetic fibres are produced and twines made from them are constructed in a number of ways.

Synthetic fibres may be extruded in a filament of sufficient thickness to be used on their own (nylon monofilaments), in those slightly thicker than a human hair for making into twisted monofilament twines, and in filaments with a diameter less than that of a human hair for making into twisted multifilament twines.

The latter type of filament may be cut into short lengths (staples) about the length of vegetable fibre staples for spinning into yarns and then twisting into strands and twines.

Alternatively, fibres can be

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From a design by Alan Hill of Bournemouth on Grouse, and moulded to a very high standard, this sturdy 22 footer is well proven as a sea boat, offering a stable working platform. The large well deck gives considerable working space for a boat of this size with room to stow gear. The wide transom steps well in a gully for travelling. The almost full width wheel-shutter provides a lee for the deck. Two berths galley and toilet are situated forward of the wheel-deck.

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Turn to page 11

ANY QUESTIONS?

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John Burgess' Log

July 8, 1977

FISHING NEWS

fish handling

PROCESSING AND MARKETING

THE WAY AHEAD

Back on the bench

JOHN BENNETT, deputy-chairman of Associated Fisheries, went back to the filleting table recently. The occasion was the retirement of Harry Sims, who has been with the firm for 48 years, and both men took part in a friendly filleting contest. Harry finished his time with AF as a supervisor at the J. Bennett (Billinggate) depot in Bermansley, London. He was presented with a cheque and gold watch. From right to left: D. Cantwell-Field, distribution manager, S. J. Pearson, financial director, Harry Sims with one fish, John Bennett with the other fish and Harry's wife Doris between the two friendly contestants.

FANCY A krill finger, a chewy slice of dried deepwater squid, or a succulent steak reconstituted from anchovy protein? These are some of the seafoods which could be on the market within 25 years as fishing struggles to meet a food demand that could double to 110 million tons a year.

At present, according to Food and Agriculture Organisation (FAO) calculations, about 45 to 50 m. tons of the yearly catch goes into direct human food use. Cautious projections of population trends, without allowing for rising living standards and the influence of new technology, suggest a doubling of the need for seafood protein.

Most of this will, of course, be required by the under-nourished countries of the third world and it is there that we shall probably get the most significant developments both in fish production and in processing, distribution and marketing.

But the impact will spread, and we can see changes in fish utilisation far more profound than any indicated by the present work on blue whiting, or by more intensive fishing for mackerel. In FAO parlance, these species are already "conventional", if unexploited.

Assuming that technology makes them readily catchable, almost all species now being harvested will be by the year 2000 be going directly to food. Fish meal plants will be getting only the waste from processing plus species outside the "conventional" category for which catching and handling methods have still to be perfected.

Looking first at the demersal marine resources, the FAO estimates of potential is around 25 m. tons a year. Unexploited stocks, which include grenadiers and other species in very deep waters, make up about 15 m. tons; six m. tons might be found by diverting industrial catches to food use.

Another four to six m. tons could be found by using edible fish which is thrown away in the pursuit of higher priced catches — the "trash" from shrimp boats or the discards from deepsea trawlers. And reduction of post-harvest losses is seen by FAO as one of the quickest and most certain ways of bringing up the food supply.

Next, and still within the "conventional" range, are 25 to 30 m. tons of "small pelagic fish" still not being heavily caught. Within this category, too, are 11 m. tons of catch presently going for meal. This includes the harvest of anchovy which, in the future, will become a source of protein powder, minced fish and the base material for preparing those steaks and other nourishing foods.

Like the enormous krill resource of the Antarctic, that of cephalopods has to be a wide estimate — between 10 and 100 m. tons says FAO — and the reason is the mystery

Scampi boost

A BUCKIE-based seafood firm is set to treble production. Around £250,000 is being invested by Moray Fish to improve storage, processing and freezing plant for scampi and shrimp.

An 18M FLOFREEZE blast freezing system has recently been installed at the factory by Frigoscandia as part of this big investment programme.

The managing director of Moray Fish, Charles Eckersley, sees the investment as a major step forward by the company and one that has beneficial effects for both the east coast Scottish fishing fleet and the company's international customers.

"The blast freezing of Turn to page 11

Fish on tow

A COST-cutting way of transporting and storing frozen fish is the insulated trailer (below). Said to cost half the price of an insulated van, the trailer is named the Isolator and it is light enough to be towed by a medium-sized car. A choice of refrigeration plant is available for the trailer which has many uses, including storing seafood at the water-side, acting as a buffer store for hotels and restaurants, moving fish to delivery points and holding stock for delivery vans. The Isolator has twin axles for a smooth ride and some refrigeration units are complete with automatic defrost and temperature indicator. It is made by Unit Panels of Leek, Staffs.

Turn to page 11

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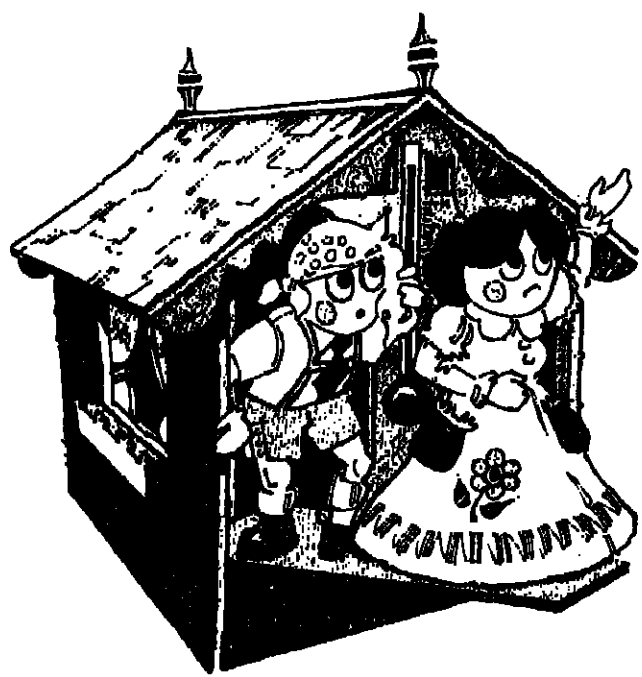
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FISH HANDLING, processing and marketing



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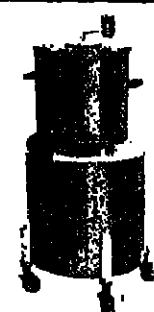
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Seawater 'on tap' for London lobster tanks

LOBSTERS from Scotland are ending up in refrigerated seawater tanks in London. These tanks have recently been installed by the firm of Minch Wholesalers at Billingsgate market.

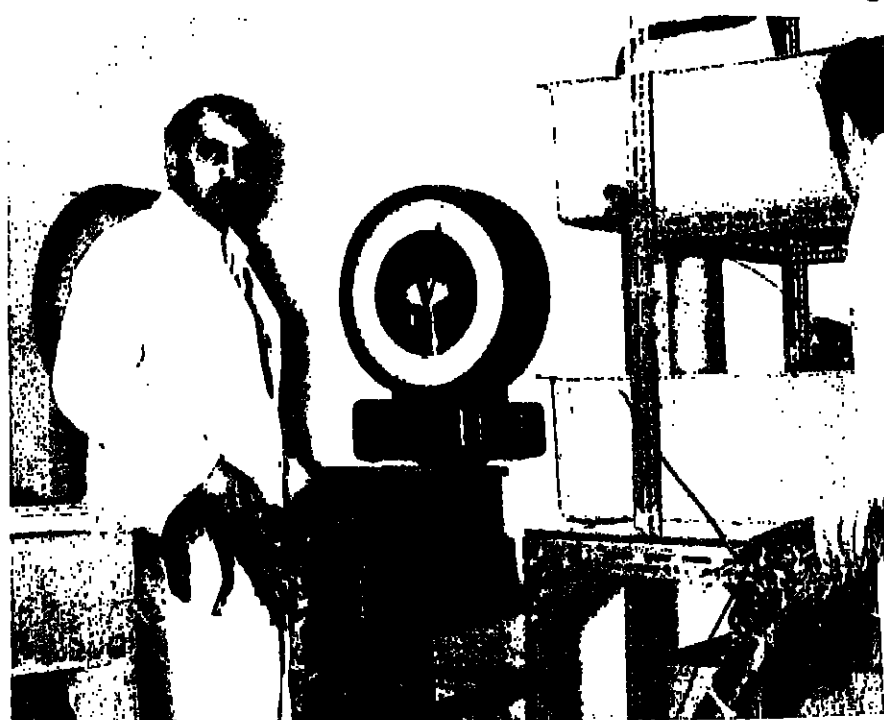
There are six portable glassfibre tanks in two tiers, with two storage tanks acting as water reservoirs beneath. One of the bottom tanks has refrigeration plates in it, and cooled water (45° F.) is constantly circulating. The tanks hold 600 gallons.

In the tanks are lobsters (1,000 lb. of lobsters can be accommodated at any one time) and crabs are occasionally kept there as well. But the sea water comes from a tap, with artificial salts added.

The seawater idea came from Mr. Hillary, who is in charge of Minch Wholesalers' parent establishment on North Uist, in the Outer Hebrides. He experimented until he got the mixture right, which is important for places with no seawater available, or if the seawater is not pure enough to be used.

Minch Wholesalers have the only shellfish storage tanks at North Uist and the current price paid to fishermen for lobsters is around the £1.85 per lb mark. Scallops are also bought, but lobsters are the mainstay.

There is an export trade from North Uist, and from another establishment at South Farnbridge in Essex, either by air or by refrigerated truck, supplying markets in France, Belgium, Holland and (more recently) in Germany. In addition Minch Wholesalers have a processing factory at Portree, on the Isle of Skye, where they buy fish, prawns



Above: weighing the lobsters before putting them in the tanks.

and some lobsters from local boats. The South Farnbridge processing factory has been leased from Jamo's, and Minch Wholesalers have installed new pumps and pipes to the river bed, etc. (sea water is drawn from the tidal river Crouch). The tanks here were the subject of a Nationwide television

programme last year. Soles, turbot, etc., are frozen for export to wholesalers, generally in 56 lb. packs, the fish being supplied from North Uist rather than from local boats.

The Billingsgate end of the business gets most of its lobsters from Scotland, while crabs are sent up from the West Country. Soles come direct from Holland.

Ray Brand is in charge of the tanks while Alec Wall is salesman on the wet fish side

THE WAY AHEAD

From page 9.

of the large oceanic squid, known to be there but still unseen and unmeasured.

Out in the oceans and mainly beyond 200-mile limits are the small, scattered but abundant mesopelagic species, such as the lantern fish. Their habitat is mainly tropical and the estimated resource of around 100 m. tons could one day be for the developing countries what krill might become for the nations able to deploy expedition fleets of costly factory and catcher ships.

Krill estimates range from 80 to 150 m. tons. Recent forays into the Southern Ocean by West German and Polish vessels have had one very significant result. For the first time, the very big pelagic trawl was used on a commercial scale on the swarms of this very small crustacean and daily catch rates of 150 to 300 tons a trawler begin to look possible. The Germans in three months achieved rates of 24-30 tons an hour many times, and the best haul was a remarkable 36 tons in eight minutes.

Frozen

For the latest Antarctic summer season, Poland sent an expedition of five ships and it is believed that a few were still there in June trying out the possibilities of winter fishing.

Krill, it seems, can be caught but the problem remains of what to do with it. The Japanese have been marketing it frozen as krill, the Russians have been reducing it to an edible paste and it has been tested and found promising as a meal for animal or fish farm feeds. Tests have also been carried out in Chile and Poland on machine methods of extracting krill meat from the shell. There are two or three different techniques and, from one of them, Chilean food processors this year made the first packs of krill fingers.

SCAMPI

From page 9.

shellfish on a fluidised basis has been proven in a world-wide context to be a highly satisfactory, cost effective, way of processing "difficult" products.

"Our total investment is a vote of confidence in a sector of the fishing industry that has expanded in a most spectacular way. It is important, however, that this sector is stabilised by ensuring that all its constituent parts—catching, processing, distribution and demand—develop together in a balanced manner."

"Our investment represents our contribution and we can now handle a wider range of seafoods on some of the most sophisticated and highly automated equipment available today."

Despite the sizable investment at Buckle, Mr. Eckersley sees the new half-on-an-hour line as something of a "pilot" operation and claims that production by factory fish will be trebled in the very near future.

'Cool' on blue whiting

BY 1981 nearly half the fish consumed in British homes will have been bought frozen, part of it probably in bulk amounts to be stored in home freezers.

From 28 per cent in 1976, the frozen product will take up its increasing share of a total market which is expected to fall by about two per cent a year.

Looking to the future in its annual review, Birds Eye Foods expects fish such as cod, South American hake and pollock to be used more

and more in place of cod, but it doubts that blue whiting will "have such a startling role to play as had once been thought".

Birds Eye says the fish has its possibilities, but the drawbacks include its diminutive size, short three-month intensive catching season and the attendant storage and processing problems.

If these could be solved, more use of blue whiting could help to take pressure off cod supplies.

Pressure

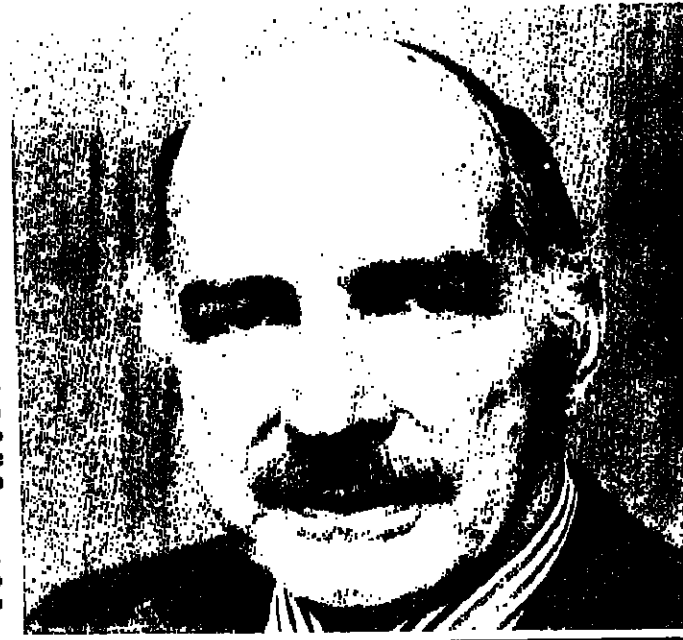
The pelagic species, mackerel and sprats, are also interesting Birds Eye which expects to be marketing some of them soon.

Speaking at the

presentation of the annual review, Birds Eye chairman Kenneth Webb agreed that it would be "in the national interest" to persuade the British public to eat the type of fish that would rescue the British trawler fleet from its dependence on cod.

But he implied that this would be beyond the resources of one company. While researchers and industry strive to bring in new, non-traditional species, the message from Birds Eye is that it will continue to provide what the public wants "for as long as we can get supplies".

Right: Birds Eye chairman, Kenneth Webb, says a change in fish-eating habits is "in the national interest".



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More than a game..

A DETERMINATION to cope with the problems of a changing industry was evident in Hull last month when the White Fish Authority Industrial Development Unit held its tenth course in business management in fish processing and marketing.

Based on a business management game and supported by lectures and discussion periods, the intensive

three-day course was specifically designed for the UK industry.

At least month's course, attended by eleven members of the industry, WFA staff lectured on corporate finance, processing, planning and control, and marketing developments.

Stanley Perry, production manager of Birds Eye Foods Ltd., also gave a talk on production management, and Peter Trimmingham,

marketing manager of Findus Ltd., lectured on marketing management.

A major part of the course was taken up by the business management game. Played with the assistance of the WFA's computer, the game was based on the production and marketing of white fish in companies of small to medium size.

By putting the participants in a real life situation and creating a competitive at-

mosphere, the game structured on the simulation of the various management methods and techniques which the participants previously been taught.

A vital educational part of the game was a post-play discussion where the team members were expected to reveal their motives, the reasons for their decisions, and the problems they encountered.

The course was well received by the participants. Commenting at the end of the three-day session, Mr. Hayden, a director of the Food Engineering Institute, said: "I found the course very good value for money."

Reinforcing Mr. Hayden's remarks, Mr. Findus said: "The course was a most useful and will be put into practice in our company."



Fish strategy must come from Europe

THE FISHING industry would not be as strong today without the growth of quick frozen fish processors in the last 25 years.

Equally, the major national processing companies can all play their part in developing the market in the changing decade ahead to the benefit both of national balance of payments and employment criteria.

The pattern of change in the last 25 years has been dramatic. The number of traditional retail fishmonger outlets has halved, the number of retail fish and chip shops has diminished for a whole variety of reasons and the institutional and catering sections have been under increasing pressure.

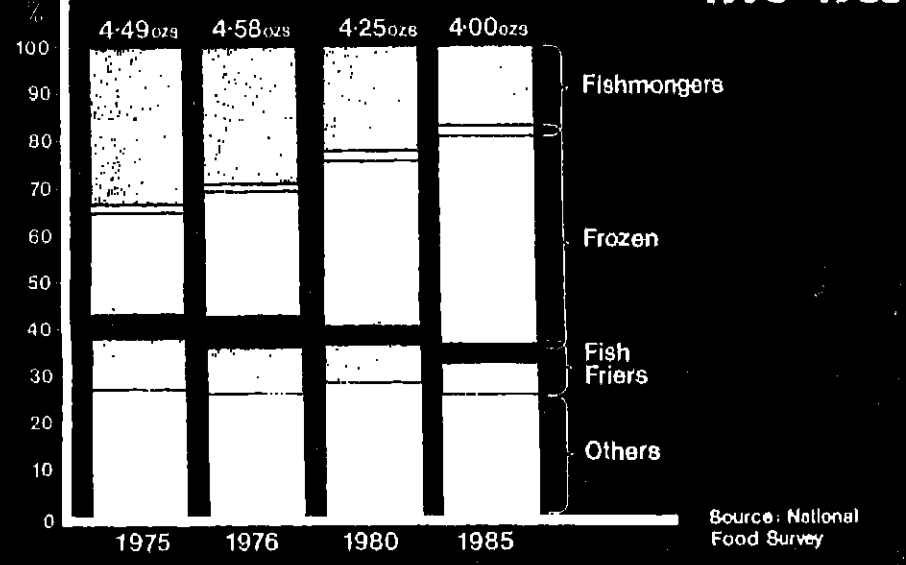
Because the consumer of today is very quick frozen foods conscious, we can see that nearly half of all the cod consumed today is frozen and 30 per cent of demersal fish generally. This percentage is growing and our estimates would suggest that by 1985 the majority of UK fish consumption will be in frozen form.

Thirty-two per cent of

THIS ARTICLE is based on a paper presented by CHRIS MEOTTI, general marketing manager of Birds Eye Foods, in Hull last month. He was speaking at a conference on "The future of the British fishing industry".

Right: The table gives consumption in ounces per week. Six per cent of fish bought by fishmongers, and 30 per cent by fish friers, are quick frozen.

PROJECTED TRENDS OF FROZEN FISH USAGE 1975-1985



households today have home freezers. Again, by 1985, freezer ownership will be as common as car ownership today. The implications of this to the industry are immense. Besides shopping in bulk, the housewife will use increasingly large supermarkets to reduce the number of shopping trips required.

The 56 million population in the UK remains an immense market of opportunity, particularly the 20 million over 45 years old. This, together with an increasing awareness of nutrition and health, can have a positive effect on fish consumption. The natural goodness of fish is the message to be communicated to the population as a whole.

Against this backdrop we must highlight some of the key consumer problems facing the industry in today's traumatic times.

Firstly, the customer shows a marked reluctance to pay the premium required for fish and, therefore, the overall trend in consumption has been downwards.

Equally, there appears to be an historical correlation between higher incomes and lower fish consumption, not a satisfactory start point, and not mirrored in other European countries. Socially, fish is not sufficiently acceptable. More than that, the British consumer has shown a marked conservatism when it comes to eating fish and has preferred the traditional species such as cod, haddock and plaice.

Trout

No company has applied energy and resources more than Birds Eye to widen this perspective. Indeed, over the last 25 years we have at one time or another introduced over 22 different species on the market such as mackerel, sole, whiting and trout.

Today we use eight, with 70 per cent of our sales still based on cod. The conflict between demand and supply of individual fish species is essentially a recent one and provides a new dimension in the changing conditions of today.

What, therefore, does the future hold? I do not claim infallibility but merely to represent the company which holds a pre-eminent position in the British fishing industry and has a sincerely held wish to see the industry recover from its present disturbed state.

Birds Eye has already supported the fishing industry of Britain to the level of over £20 million in advertising and promotion since the famous launch of cod fish fingers in 1955. Add to that an even greater sum for research and development on new fish products and we can justifiably claim to have earned our position as UK brand leader with 40 per cent

of the retail fish market through grocers.

In addition by the end of 1976 we had captured leadership of the growing home freezer fish market, so that today we hold 38 per cent of the total in-home fish market of Great Britain — three times more than our nearest competitor.

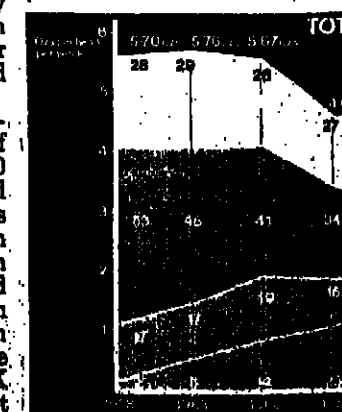
We have achieved this success principally as a result of an on-going 'Dialogue of Honesty' with the consumer. For example, when we launched economy fish fingers in January 1977, we made it perfectly clear in our advertising approach that our new economy fish fingers were fractionally smaller and not all cod, so they would cost less.

In short, we offered the customer a choice but we did not try to hide what we were doing. The result is that economy fish fingers have been very positively received by the housewife in this time of general economic difficulty.

Marketing fish requires imagination also. Our crispy range, relaunched last year, is today selling 25 per cent more than a year ago and is evidence that even products which have been on the market for several years have latent growth potential.

Cod in sauce was introduced by Birds Eye in the late 60s and even today we hold over two-thirds of the market. This concept is still capable of much further development with other species particularly suitable for this product range in the future.

Our advertising and promotional commitment of



over £1m. annually — equivalent of £22m. expenditure over a period of 25 years — has been of benefit to the industry as a whole.

We regret very much that the rest of the industry has not joined us to an extent in developing this assumption generally. It is only we feel that Birds Eye has more than carried its share of responsibility for ensuring fish consumption over the last two decades. In fact, we regularly spend 70 per cent of the total amount spent on quick frozen food processing.

There are, in our view, three areas which will ensure that marketing conditions are adopted to the changing political and supply environment.

1. A more systematic advertising approach, encouraging basic fish assumption, highlighting quality and moderately a significantly greater than in the past. The Fish Authority may surely be used more mindfully to concentrate long-term issues rather than be dissipated to the extent that it is today.

2. More government encouragement to encourage use of indigenous new species as blue whiting.

3. Greater use of the intervention process to ensure that scarce fish are used for human consumption, stabilising quantities and encouraging more frozen form.

In conclusion, I can emphasise that Birds Eye continue to work with the good of the British fish industry and plans a rapid expansion of its fish business over the next decade.

In the next few months we shall be introducing fish packs, either nation or regionally, and products based on cod, haddock and mackerel, presenting one of our important ranges of fish.

Even more important, we undertake to continue supporting fish products. Birds Eye will spend over £10m. advertising and promoting support of fish over the next decade.

It has been suggested that Britain needs a fish agency. In our view we would better advised to put together making full use of the existing bodies and their desire to see the fish industry prosper.

The issues confronting the industry today are not for any individual member to resolve on a national context of a national strategy. Indeed, the price of cod on the fish market is often governed by the price in Boston and Boulogne rather than by the price in the fish market.

So, one of the first tasks undertaken by the WFA was to determine the relative acceptabilities of a number of familiar species of fish. The species investigated were haddock (or cod), which suffered a poor image due to the rather colour of the uncooked fish, and a then unmarketable variety, South Atlantic hake.

Sole and redfish were chosen because they were readily available and

You can't kid the kids!

THE biggest slice of the catering market — around six million meals a day — is with the educational and health catering services.

A report issued in November 1976 by the Journal Education showed that, in terms of meals served, the schools market has been growing steadily at about five per cent per annum for the past five years and now exceeds 1,100 million meals a year.

In addition, the proportion of pupils receiving school meals increased from 56 to 64 per cent in the 10 years to 1973, with the expenditure by schools for each meal rising from 5.7p in 1970 to 9.2p in 1975.

Big bill

The cost of providing food for patients and staff in the 2,500 hospitals in England and Wales, and the 500 hospitals in Scotland, was estimated last year at some £35m. This compares with the £13m. food bills for the Civil Service and the £40m. bill for the armed forces.

There are, of course, financial constraints placed upon the catering services. In the education field, materials for a single meal, prepared to strict nutritional standards, must cost less than 10p.

However, with a total annual turnover on meals for schools and hospitals of over £200m, there is an extremely large market for fish merchants willing to accept the challenges of meeting required purchasing standards. And there are presently signs that the larger fish processing companies are responding.

In the past — mainly because of the misguided emphasis by some purchasing authorities in accepting the lowest tender — the institutional sector was regarded as being the bottom of the market. It was understandable, therefore, that in order to do business at these low prices in a fluctuating cost market, merchants provided fish of minimum quality. Fortunately the situation is changing.

Fish suppliers to the local authorities are adopting a more responsible attitude, and purchasing officers are becoming more aware that buying low quality fish is a false economy. More servings are left uneaten.

Coley

Since the late 1960s the Market Development Unit of the White Fish Authority has devoted a substantial proportion of its efforts in attempting to increase the sales of fish in the mass-catering market. Even at the start of this programme the species of fish being served, namely cod, haddock and plaice, were regarded as being expensive. So, one of the first tasks undertaken by the WFA was to determine the relative acceptabilities of a number of familiar species of fish. The species investigated were haddock (or cod), which suffered a poor image due to the rather colour of the uncooked fish, and a then unmarketable variety, South Atlantic hake.

Sole and redfish were chosen because they were readily available and

relatively cheaper than cod, while South Atlantic hake filets gave a very attractive alternative to cod and haddock.

The results of this trial, and also those of a further trial comparing the acceptability of certain fish and meat dishes, gave fish the edge. They convincingly demonstrated that fish of good quality and irrespective of species, providing it is well cooked and presented, provides more satisfaction to the consumer and more nourishment than the majority of meat dishes.

It was the quality of the fish, and not the species served, which affected the acceptability of the meal. When below a certain level in quality (or freshness) the acceptability of the four species tested (including cod as a control) fell quite dramatically.

Staff from the Humber Laboratory of the Torry Research Station (TRS) conducted a comprehensive survey of the quality of fish served in hospitals and schools throughout the country. This indicated that the majority of hospitals and schools visited were receiving fish well below this critical standard of quality.

Rejected

In a number of instances, the quality as delivered was so bad that meals were being rejected. This led the WFA to launch a campaign to upgrade the quality of fish served in schools and hospitals — a campaign still being maintained.

As first priority it was decided that purchasing officers required help to cope with the relatively complicated practice of inviting tenders for fish. Therefore, in conjunction with the TRS and the Herring Industry Board and after consultation with the trade, guideline purchase specifications were drawn up.

These specifications give acceptable quality standards based on the Torry Taste Panel Scoring System and give tolerances for fillet or portion size, presence of skin and colour, blanching, and other imperfections.

These specifications, produced in booklet form to cover the normal ordering categories, have been distributed by the WFA to every educational and health authority in the UK. The WFA staff concerned with this operation were called Advisory / Inspection officers and were fully-trained food technologists.

The team, equipped with a mobile laboratory, toured most of the country to check the quality of fish ordered, using the new purchase specifications, against the quality of the fish delivered. After each assessment a

short report was issued both to the purchasing authority and to the fish supplier. Any inconsistency was then generally resolved between the parties, as the WFA's function was to provide an independent opinion, not to act as adjudicator.

With the introduction in

Turn to page 16.

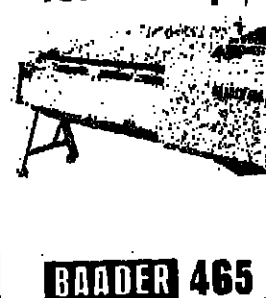


Getting a taste for blue whiting at a Cambridge school. The problem for merchants is to put quality fish on the menu at the right price.

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for example



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CATCH '77

FISH HANDLING was a big feature at the Catch '77 fishing exhibition staged in Hull last month. The growing awareness of treating the fish as a valuable product is reflected in this look at some of the equipment on display.

Gordian

GORDIAN Strapping Ltd. really hit the jackpot at its first-ever fisheries exhibition with its automatic extruded polypropylene strapping machines.

Inside 48 hours sales worth over £88,000 had been made — largely to Hull freezer trawler owners. By the end of Catch '77 sales had exceeded six figures with ease.

A spokesman for the company, which banks on fishing and its ancillary trades for only about 15 per cent of its strapping business, said the firm had already booked a much larger stand for Catch '78 at Aberdeen.

Gordian is a member of a large engineering division with its head office at Feltham, Middlesex.

For many years the company manufactured and sold Gordian 'Q' model semi-automatic wiring machines. It has met fish merchants and trawler owners' requirements on a nationwide basis, for over 30 years, mostly with semi-automatic wire tying machines.

Gordian established worldwide associations with leading strapping tool manufacturers and made a major break-through in recent years with its comprehensive strapping equipment using extruded polypropylene of various widths.

The company manufactures its own strapping and prints the customers' name on it.

Before Catch '77 Gordian's polypropylene strapping machines were being used by major fish processing factories. The OL7 horizontal strapping machines, with its advantages of hygiene, speed and safety, proved highly successful in fish processing factories.

Single installations of the OL7 model, where the strapping is sealed by a heat process horizontally beneath the carton, had been made on the Hull-based freezer trawlers *Pict*, *Dane*, *Kurd*, *Arab* and *Coriolanus* for carton packaging of frozen filleted fish.

Also, the many applications of this machine

led late last year to double installations being made on Hamling's *St. Benedict*, Boyd's *Arctic Gull* and Boston's *Princess Anne* just before they joined in the south-west mackerel season.

This year Gordian has introduced its vertical side-seal OLM model.

Of stainless steel non-rusting construction, it is designed for use at speed in wet sea-going conditions. The automatic machine has a capacity for strapping over 3,000 cartons (8,000 straps) per day.

As Hull freezer trawler owners are looking to next winter's mackerel season off Cornwall, twin installation orders for the OLM model came from J. Marr & Son for *Northella* and *Cordella*, and for Boyd Line's *Arctic Buccaneer*, *Arctic Raider* and *Arctic Freebooter*.

The Boston Group has placed orders for two installations of the OL7 model on *Sir Fred Parkes*, as did Thomas Hamling & Co. for *St. Jason*.

It is also understood that BUT placed an order for a pair of OLMs for an unnamed vessel, possibly *Hausa* currently fitting out in Grimsby for charter to North America, while the same company is interested in Gordian strapping for securing block frozen whole white fish.

stackability. The board is resistant on both sides to oil, water and grease.

Secor fish boxes are available with lids of the same material, or of a polythene-coated solid fibreboard.

Boxes and lids in both Secor and solid PE fibreboard can be supplied in flat, creased and slotted sheets ready for stitching by the customer. They are available in either white or brown board, also printed to customers' own design.

A range of sizes can be supplied and, also, boxes can be produced to customer's individual requirements.

Also on show was the Secor Pal-Box, a palletised bulk container ideal for open air storage. It has been specially designed to carry consignments of pre-packed fish to super and hypermarkets.

Allibert

ALLIBERT — a regular exhibitor at UK fishing shows — is Europe's largest manufacturer of specialist plastic containers for the fish catching, handling and processing industries.

Some 1.5m. Allibert containers are now in use around the world.

The firm's 11,000 container, some 23,000 of which are in use on Grimsby fish dock as a replacement for the aluminium kit, is on trials in Lowestoft. The users are very pleased so far and are said to be interested in buying more.

Designed in conjunction with Grimsby Exchange Box

Tillotson

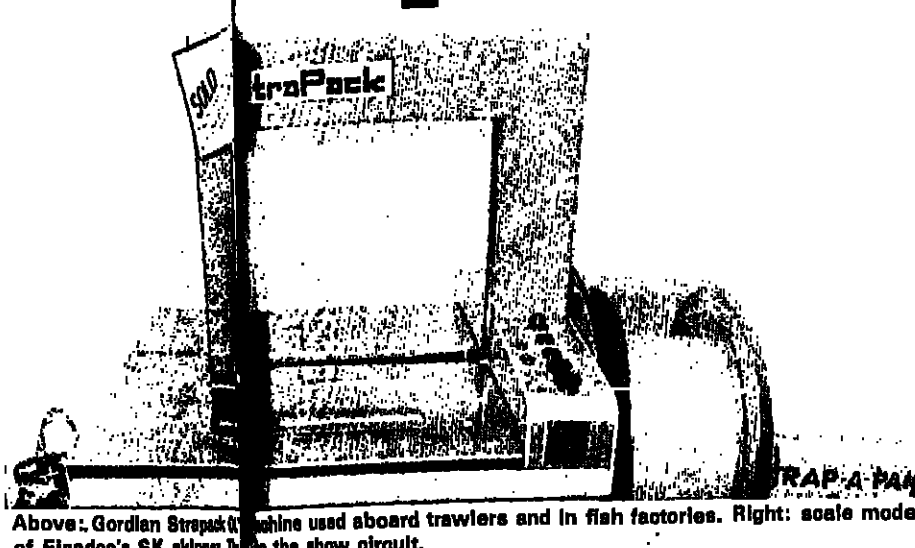
DRY AND wet fish boxes were shown on the stand of the Manchester firm of Tillotson Containers Ltd.

The boxes are made of solid PE fibreboard and Secor wax-impregnated corrugated fibreboard.

Wet fish boxes using Secor are a recent development by Tillotson and a firm's spokesman said that the exhibition was an excellent opportunity to introduce them. Many serious enquiries had made participation in the show well worthwhile.

Secor is said to be ideal both for freezer storage and for goods requiring temporary open air storage. It is a corrugated board into which a food grade wax has been injected during manufacture to give increased strength and

One processing line



Above: Gordian Strapping machine used aboard trawlers and in fish factories. Right: scale model of Fisadco's SK skinner.

Pool, the container capacity for ten tonnes of fish and is of particularly construction.

It incorporates a reinforcing band to allow easy carrying by fork truck without the use of pallets.

Ribbed identification marks on the upper rim of the facilitates handling and night-time landings and is designed to stack full and nest when empty.

Weight is only 5.6 grammes. Of special interest to fish processors are the 29053, which is currently on trial in Scotland as a replacement for the traditional wooden box.

It can inter-stack with different types of wooden boxes and is designed to be used during fish auctions. Hollow sealed corner joints give extra rigidity.

sizes and shapes. Unconventional species such as blue whiting can be formed into an attractive portion.

Guylew's enrobing machine for fish fingers is being used for an Intel project in Trinidad.

An entire processing factory designed to handle 12,600 tons of white fish a year is being set-up by Intel for the National Fisheries Co. Ltd. of Port of Spain.

White fish, caught as a by-product of the shrimp fishery and thrown away, will soon be processed for the home market and, later, export. Shark, croaker and flying fish are some of the species to be handled.

Another exhibit was Intel's newly-designed three fold carton sealing machine. The in-line unit is able to turn cartons through 90 deg. without the machine having to turn through an angle.

Left: range of boxes on the Tillotson Containers stand. The firm's Secor wax-impregnated fish boxes can have lids.

Right: Hull's fish merchants — hard hit by the decline in distant water fishing — showed a wide range of products.

THE HULL FISH MERCHANTS' ASSOCIATION LIMITED

Left: range of boxes on the Tillotson Containers stand. The firm's Secor wax-impregnated fish boxes can have lids.

Right: Hull's fish merchants — hard hit by the decline in distant water fishing — showed a wide range of products.

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Right: Hull's fish merchants — hard hit by the decline in distant water fishing — showed a wide range of products.

Fisadco

FISADCO LTD. of Hull was taking part in a fishing exhibition for the first time.

Now in its 50th year, the firm has won wide acclaim for its range of processing machinery.

During the last 18 months the firm's export business has

risen to around 90 per cent and more staff has recently been recruited for the Hull factory.

Fisadco is concentrating on manufacturing four basic products: herring splitting and boning machines and white fish skinning and block fillet skinning machines.

Many hundreds of skinning machines are in use in the UK and they are also exported, mainly to EEC countries. There is a big outlet in Canada for herring and mackerel splitting equipment.

For many years Fisadco has had a factory in Aberdeen. This now produces

Left: the type 1100 Allibert box (foreground) is used at Grimsby. The other box, the 29053, is for boxing-at-sea.

Right: ACLaim wax-saturated fish boxes by Ashton Containers.

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Left: the type 1100 Allibert box (foreground) is used at Grimsby. The other box, the 29053, is for boxing-at-sea.

Afos

THE LONG-ESTABLISHED smoking specialists Afos Ltd. chose Catch '77 week to announce a reciprocal trading deal with Arenco-KM.

This firm is a member of the massive Swedish Match Group of companies and the trading exchange is an important move for Afos, which is based on Humberside.

The Afos range of fish-curing, drying and smoking equipment will now be available in Scandinavia, as well as behind the Iron Curtain in countries like Russia and Poland.

Cured fish is immensely popular there and Afos products will get a boost from Arenco acting as its distributor. In return, Afos has considerably strengthened its standing in England as agents for the huge Arenco range. This includes fully or semi-automatic fish processing

machines, from single shore and sea-going units to complete lines for all types of fish.

At Catch '77 it displayed a stainless steel version of the Afos Mini Smoking Kiln, suitable for hot or cold fish curing, and it created considerable interest.

The Afos automatic drier, guaranteed to dry fish in the latest possible time without spoiling through increased temperatures, owes much to work between Afos and the Torry Research Station.

For short and long term fish drying — and even defrosting — Afos Ltd. is maintaining its well merited position ahead of its rivals.

The swap deal with Arenco will do much to consolidate this position and, with the vast range of Swedish processing equipment now available through Afos, it is of particular significance that there are machines suitable for processing much smaller fish like mackerel, blue whiting, from sorting, nibbling and filleting to tidbit cutting and packing.

Ashton

A BRAND-NEW product on the Ashton Containers stand was the extra-strong ACLaim wax-saturated corrugated board fish case with Ashton 'Viking' solid board lid.

Ashton Containers, part of the giant Mardon Packaging Group of Bristol, was exhibiting at Hull for the first time. However, its hard wearing 'Viking' polycarbonate boxes and trays are firmly established favourites in the merchandising trade and are sold through Norman Nicholson Box Co. Ltd. of Hull, James Cordner & Son Ltd., Aberdeen, and Falconer & Sons Ltd., Grimsby.

The new product is the result of almost two years' research and development to produce a substitute case for the traditional wooden box. It had to have the same rigid and hard-wearing properties.

The lightweight and water resistant paraffin wax

saturated case, marketed under the ACLaim label, has exceeded expectations and is suitable for boxes in excess of four-stones.

The ACLaim box and 'Viking' board lid combination was evaluated by despatching 25 kilos of ice-packed monkfish by refrigerated road truck from Aberdeen to a Mediterranean port. The exercise was so successful that it is expected to build up into a 500-case run.

Costwise, ACLaim boxes are said to compare very favourably with wood and plastic.

The boxes, of completely saturated corrugated board and starch adhesive, conform with the current Food and Drug Acts and, apart from their suitability as fish boxes, have diverse applications.

They can be used as lobster and prawn trays, for deep-freeze packaging, canned goods containers and other heavy-duty work where exceptional strength and water resistance is required. They stack strongly and are easily stored.

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Lewis

WORKING model of the unit system 700 system for in-line quick freezing (IQF) was brought visitors to the Refrigeration stand.

The two-belt system uses the two functions of primary IQF freezer. The in-line loading belt, is used to load the product for freezing (suspension on a belt of cold air) and the secondary belt, is designed to accept the product in a chilled bed for final freezing. Belts work at different speeds.

It claims a 20 per cent cost saving, less maintenance due to the speed of the operation and 20 per cent savings in

electrical wiring on the initial cost and on space required for installation.

A spokesman for the 10-year-old Norwich-based company told *Fishing News* that the firm had received a number of useful enquiries from the Humberside area.

He also said the company, part of the American Cimco Group, is developing a triple-flow blast freezer.

This has the advantages of a further reduction in system size. Intakes are at opposite ends to eliminate side platforms and there is an even quicker rate of freezing by three passes instead of two.

Lewis supplies installation and start-up services throughout the world.

Merchants

THE HULL Fish Merchants' Association stand at Catch '77 had quite an emphasis on new lines.

The loss of distant water supplies is forcing members to buy in a wide range of near and middle water fish brought overland to Hull for export processing.

At Catch '77 the association also displayed many of its familiar products. It mounted a campaign to recruit more supplies of boxed and fresh fish for landing at Hull, as well as pushing the big range of fish products it markets.

On the stand were frozen products by F. Smale & Son (under the Billy Boy label), Freebooter Seafoods Ltd. and an assortment by Macrae, including tinned products.

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FFFF77

FISH HANDLING, processing and marketing

From page 15

block filleting and finning machines which are in wide use in Shetland and at Scottish ports, including Aberdeen.

Block fillets of cod, haddock and whiting are a Scottish speciality and Fisadco's Twinkskin block skinning machine can produce fillets up to 13in. in length at a rate of some 40 to 50 a minute.

Larger skinning units include the Fisadco 44 machine which can handle cod, haddock, coley, bream and ling. It has produced fillets up to 6ft in length.

The company claims to offer an excellent after sales service and, in addition, it manufactures conveying systems and other specialist equipment to customer requirements.

On the second day of the show a company spokesman said that reaction had been very encouraging.

One of the most recent

CATCH '77

boats to be fitted with a Promac system, through agents Morep Ltd. of Luddenden, near Halifax, is the 85ft. Newlyn-based trawler-line Dew-Genen-Ny.

She is currently able to keep her catch in excellent condition as fresh ice is available throughout the trip, and her fishroom can be maintained at one deg. C.

Skipper Michael Hosking remarked: "The more fish I have the more ice I seem to have."

The equipment, fitted at Bideford Shipyard earlier this year, is the model AC SK51/2000 plant which produces two tons of ice every 24 hours.

Similar Promac fishroom refrigeration and flake ice machines are fitted to the two new 87ft. trawlers Green Field and Green Isle II, built by Herd and Mackenzie of Buckie for the Chambers family of Northern Ireland.

Green Field has recently been white fish trawling from Peterhead, while Green Isle

II is about to sail on her maiden trip.

During the show negotiations were in hand to supply similar equipment to two leading Scottish skipper-owners and a typical ice maker and refrigeration unit was displayed.

The need to land herring and mackerel in really top condition has led more UK skippers to fit their boats with refrigerated seawater systems. A Promac RSW system is currently being fitted to the Peterhead herring trawler Accord in Holland, while a similar installation will shortly go aboard the Shetland purse seiner Azalea.

The RSW system is designed to chill the tanks rapidly before fishing starts, and then maintain the temperature until the catch is landed.

Four German-made Baader fish processing machines were being demonstrated at the show.

The Baader 465 H nobbing machine for larger herring and mackerel caught the eye and was despatched to a fish factory in Cornwall immediately the exhibition closed.

Basically a modified version of the popular 465 machine, it is equipped with larger trays and the tail and length cutting devices are not included.

The machine is the result of many years of experience with different systems for the evisceration of small shoal fish.

A simple device automatically positions each fish for a correct head cut according to size. This guarantees a good yield and the head cut is made without severing the throat.

The throat is guided between two tapered rollers for pulling the guts out of the fish.

Made of corrosion-resistant material, the Baader 465 H is of very sturdy construction for long service.

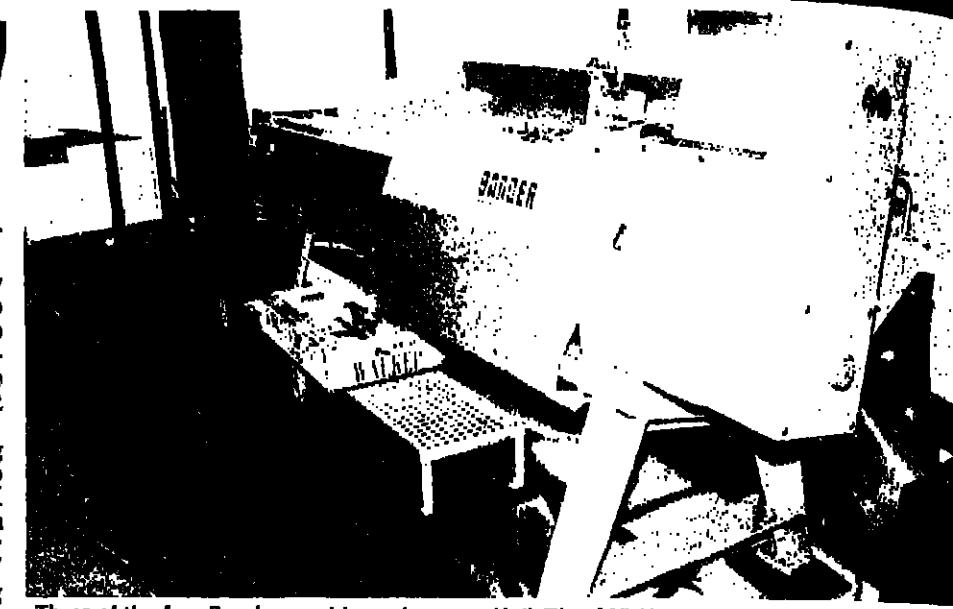
The H model illustrates the adaptability of the Baader range of fish processing machines, which are constantly being updated and redesigned.

Baader's was one of the busiest stands at Hull and the exhibition was only a few hours old when a Baader 51 skinning machine was sold. There was also considerable interest in the new 121 gutting machine for handling smaller fish, especially of blue whiting size.

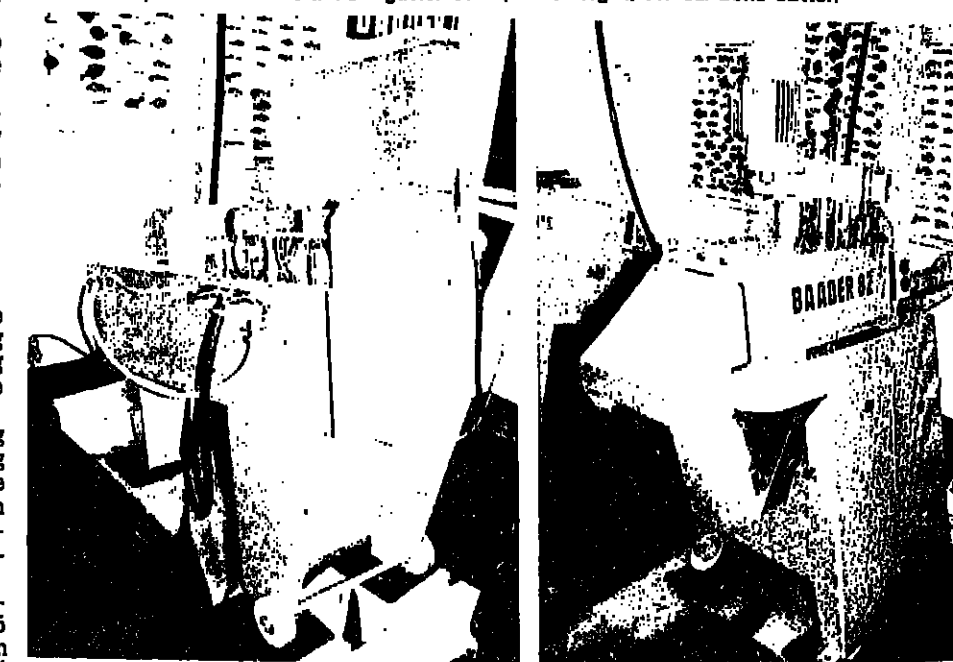
This latest development is still undergoing sea trials and was not displayed at Hull, although full production is expected to start shortly.

There was also a definite emphasis on smaller fish with the Baader 158 gutting machine which handles mackerel well. Basically a redesigned Baader 159, the machine is capable of processing fish in the 25 to 45 cm. range. This machine is simple and clean in construction and it leaves the gutted fish with the head on.

Also displayed was the Baader 82-bone cutter and the Baader 51 skinning machine, capable of skinning fillets of any size from a wide variety of fish by pulling the skin off instead of cutting.



Three of the four Baader machines shown at Hull. The 465-H is the nobbing unit sold to a Cornish fish factory. Below left is a 168 gutter and (below right) an 82 bone cutter.



Baader

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You can't kid the kids!

From page 13

1973 of one-day catering seminars in hospital regions, a greater degree of utilisation of both the purchase specifications and of the less familiar species was achieved.

The financial cut-backs of the past two years have, unfortunately, necessitated the suspension of this free service for routine visits. Advice by telephone is still available (03727-28885) and, in extreme instances, every effort is made to arrange a special visit.

As a result of several enquiries from area purchasing officers who regret the withdrawal of the visiting service, the possibility of re-establishing it on a recovery-of-cost basis is now under consideration.

The WFA, as part of its publicity campaign, is continuing with the programme of catering seminars and

cooking demonstrations, the most recent being to the Wiltshire and Northern Ireland Education Services in May 1977.

As a larger number of fish processors are paying more attention to this sector of the catering market, and as the education and health authorities are becoming more concerned about turning to cheaper alternatives, the WFA's advice is being increasingly sought.

Mackerel
Species such as saithe, whiting, South Atlantic hake, flounders, megrims, etc., are now much more in evidence and, particularly in south west England, mackerel is

featuring more prominently on the menu.
In the past three or four years there has been a steady improvement in the quality of fish supplied to school and hospital authorities and, also, a better awareness of the importance of providing proper facilities for looking after good quality fish after delivery.

It remains the policy of the WFA to help maintain this improvement and to persevere with trials into the acceptance of alternative species such as mackerel and blue whiting.
The schoolgirl of today becomes the housewife of tomorrow. Hence, they are a major influence on the eating habits of the next generation.

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July 8, 1977

FISH HANDLING, processing and marketing

TOM MULLENDER DIES

Barrow boy to fish trade leader

TOM MULLENDER, the man who helped organise Fleetwood's road fish delivery service following Beaching's fall axe in the early 1960s, has died in hospital aged 69.

Mr. Mullender, whose funeral was held last week, had been ill for more than four years.

He was born at Lowestoft and, on leaving school at 14, joined the Hewett company's merchanting concern at the port as a barrow boy. Soon, there was rapid promotion within the company.

In 1927 he worked for the firm at Fleetwood, where he soon became branch manager of marketing operations at the port. It was the beginning of years of outstanding service to Fleetwood's fish trade, with his remarkable organising abilities being used to promote its aims.

He became president of Fleetwood Fish Merchants' Association and, also, chairman of Fleetwood Fish Merchants' Mutual Association. He also became chairman of Fleetwood Football Club and Fleetwood Bowling Club.

His influence was felt far beyond Fleetwood. As national president of the Port Wholesale Fish Merchants' Association, he travelled widely and played a leading role in promoting the fish trade.

It was, however, the Beaching axe on the railways which led to his greatest

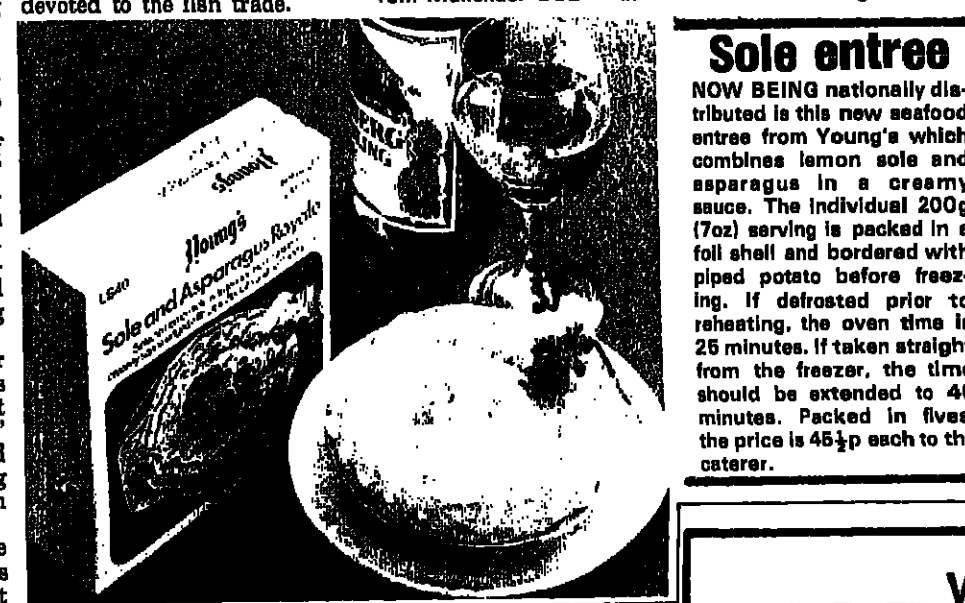
achievement, when Fleetwood was faced with an immense crisis.

Tom Mullender, and others, organised a road transport system which brought the port through and it developed into a highly efficient organisation which continues to deliver Fleetwood fish throughout the country.

In 1971 Tom Mullender was awarded the OBE. When he went to Buckingham Palace with his wife, Jennie, to receive the award it was the climax of a remarkable career devoted to the fish trade.



Tom Mullender OBE - in the trade since the age of 14.



Sole entree

NOW BEING nationally distributed is this new seafood entree from Young's which combines lemon sole and asparagus in a creamy sauce. The individual 200g (7oz) serving is packed in a foil shell and bordered with piped potato before freezing. If defrosted prior to reheating, the oven time is 25 minutes. If taken straight from the freezer, the time should be extended to 40 minutes. Packed in fives, the price is 45p each to the caterer.

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If London's no-car lane experiments spread to other cities, the panels could be an aid to beating commuter traffic jams.

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EXPORTING SHELLFISH

THE MOST important thing to do before starting on an export drive is to carry out a critical examination of your existing business and its scope.

There are a number of basic questions which you should consider. First of all, what raw materials do you use? It may be that there are others available in your area which you could use. Similarly, you should consider your current sources of supply and give thought to others which may be available. You should take stock of the processes which you carry out and examine the possibility of producing other products.

Next look at your outlets. Are these currently healthy and do they have potential for expansion?

You may find that there are neglected areas in your business or that there is room for expansion on the home market for your present business. Would such expansion meet your development aspirations?

You should be constantly carrying out such a critical exercise but it is never more important than before any

"THERE is no magic formula for exporting shellfish or any other fish. But with hard work, ingenuity and enterprise the results can be rewarding, says TONY WOODCOCK, White Fish Authority Trade Officer. The following advice for those getting started in the business is based on a paper he presented at the Shellfish Association Conference in London recently.

possible new development. The process may well reveal some hidden opportunities and cause you to think again about incurring the increased work load, staff expansion, extension of premises, increased investment, etc. which any export development might require.

You may decide that an overhaul and revision of your present trading or some improved use of your present raw materials will ensure that your existing business is conducted in a more efficient and profitable fashion. If expansion on the home market will achieve all that you want in the easiest possible way, do not hesitate to take that path.

It may be that certain raw materials which you now handle, or which are available to you but are not currently

handled, fall into one of the following categories:

1. They are not easily exportable on the U.K. market to any reasonably viable degree.
2. Whilst marketable in the U.K., they can be sold at a greater value overseas; or
3. Are such that they can be processed by you to the requirements of the overseas market, thus providing added value.

If you find that you have species which fall into one or more of these categories, it is likely that you do have the basis for an export market. Select what you deem to be the best line upon this initial examination and begin to work on it. Be entirely flexible in your approach for, as your knowledge of overseas markets grows, you may find totally unexpected requirements and opportunities. You may well be handling a product which has a potential that you never foresaw.

Having decided upon the product that you are hoping to work, make sure that you do have the other basic needs to exploit it. Be sure, for example, that you have the premises in which to carry out additional processing or, failing that, that you have the availability of land upon which to provide such premises.

Do you have the necessary capital for the expansion or are you in a position to raise it? Consider your staff utilisation and any part which they can play in the development. Will you need or can you obtain the necessary additional management or staff resources? I hardly need to mention the importance of getting maximum use of any machinery and thus, if you are dealing with a raw material of a seasonal nature, consider the other products which you might work in the out-of-season times.

It is vital that you have the technical knowledge to deal with any new processing or that you know where to acquire it. You should examine fully the range of mechanical aids and processing machinery which are available to assist in the kind of production which you are contemplating.

Once you are confident that you have the raw material and the expertise, what you then need is the market. You may consider that you should have looked at this before advancing so far in your thinking.

This is a chicken and egg situation but since you are already involved in the

fishing industry and not normally without some insight into the matter of markets, you can be expected to have had some thoughts. The order in which you carry out your researches will, to a large extent, have to be up to your own judgement — but make sure that you do not get yourself committed to investment before you have explored the market.

It will be necessary to do a sounding of suitable recipient countries. As a first step it would be useful to have a look at fish export statistics from the UK to other countries. This may give some idea of demands and preferences overseas. It could be done by reference to the British Overseas Trade Board or to the White Fish Authority.

Having obtained information on such movements, it would then be helpful to look at internal fish statistics in the likely country or countries. In turn this may give an insight into movements of fish into the country and of certain national or regional requirements.

Prepare a detailed specification of the type of product which you intend to offer, including the quantities and forms in which it will be

available and be ready to give as close an idea of price as is then possible. Having prepared this information, you should cause enquiries to be made for overseas markets. As a first step, it would be worth having a chat with us at the White Fish Authority.

Whilst we do not claim to offer such an extensive service as the British Overseas Trade Board, we do have some understanding of movement of fish in Europe and we do have a good range of trade and other contacts throughout most European countries.

Certainly put yourself in the hands of BOTB. Your nearest regional office will make enquiries through our various Embassies and Consular posts abroad and advise you as to the countries in which your products might find a market.

When some reaction to these enquiries is received, you will then have to decide on the more convenient outlets bearing in mind your location and the proximity of continental ferries, road transport services and other related facilities.

At this stage, you have to undertake what in my view is

the most important step in the operation. You have to establish a relationship with the customer yourself. Decide upon the most promising country and get BOTB to contact the specific local Posts, asking them to provide all available information about the market for your product. In the light of what is provided, arrange to visit the area. Let the local Consul or Vice-Consul know that you are on the way and contact any local or national trade association — if such exists.

Once there, use all the information given to you by the British Post, but success is going to depend upon your ability to establish contact with individual merchants. Within the area, find out what sort of trade exists, what sort of products are handled and what processes are carried out. Visit any local wholesale market and observe local retail fish outlets to see what the public likes to buy. Visit local restaurants and see how the public likes to eat it.

If at all possible, take with you samples of your products. I cannot emphasise enough the importance of showing the customer what you have to offer and equally important of meeting him, understanding his requirements and knowing precisely his requirements.

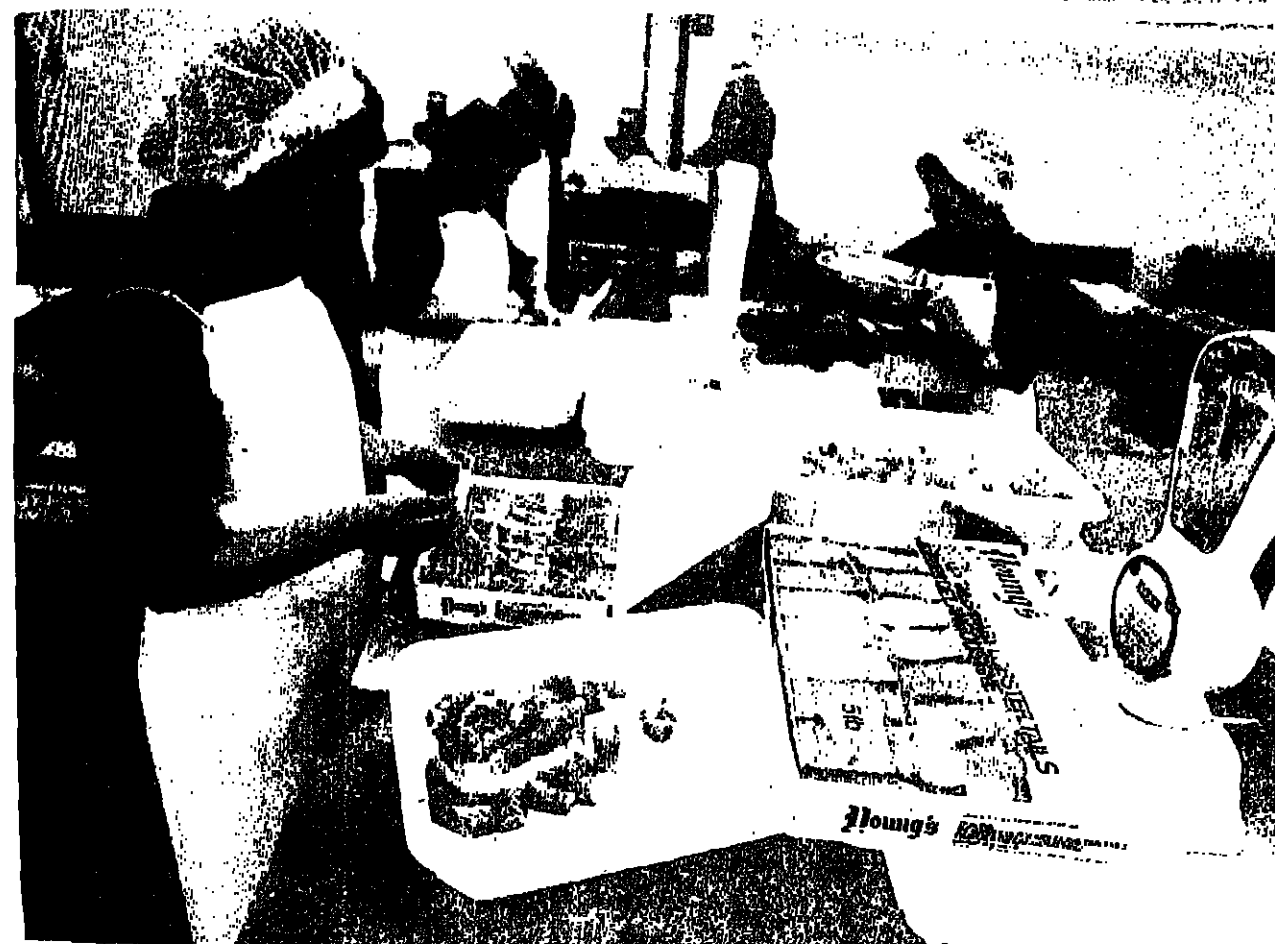
Whilst in your chosen export area, take the chance of examining any matters which may affect your trading, and as local cold storage facilities and transport arrangements are above all, fully explore any health requirements which may result from Government regulations.

The regulations of several countries require export to provide Health Certificates in respect of their consignments. France, for example, introduced such a requirement from August 28 last year. It is necessary, therefore, for exporters to discover whether a Health Certificate is required and, if so, how it must be worded.

Ordinary Health Certificates can be obtained from the Environmental Health Officer of local District Councils. With highly portable certificates at short notice and at inconvenient hours, it is sure to find out what arrangements can be made with your Environmental Health Officer and also the advance warning of the products for which you may be seeking certification.

There has also been a great deal of concern in recent years regarding the use of heavy metal preservatives in imports. An EEC ban on

- the first steps



Scampi — one of the big successes on the shellfish exporting scene — is only limited by supplies.

working on the subject; the MAFF Food Contaminant Branch is represented on that body and, in due course, it may be possible for Community countries to adopt a common standard. In the meantime the marine laboratories are assisting British exporters by testing samples and providing certificates concerning the heavy metal content for those countries requiring them.

Thus armed with all basic information, the way in which you proceed is very much up to your own judgement. However, to keep any initial investment in plant, premises and machinery down to limited levels, do not expand too fast. Only do so as confidence in your own ability grows and as your understanding of an overseas market increases. Keep in touch with your customer and make sure

that you are meeting his every need.

Never forget that you are breaking into new markets — other peoples' markets — and it is necessary for you to perform as well as, if not better than, they do. Unless you satisfy their need, it may be easy for them to find a home supplier.

Even if you are supplying an otherwise unobtainable product, it is not good enough to be complacent. Build up a reputation for service, quality and reliability so that, if an alternative source becomes available, it is likely that your customer will stay with you.

In conclusion, therefore, be aware of what you are undertaking and make use of all organisations which can be of help. If you are prepared to

take a certain amount of trouble in finding an export market, you will add an interesting dimension to your business which, it is to be hoped, will also profit by it.

As we face the future with its attendant changes in species mix, we shall have to look to market unfamiliar species. In the long-term, the home market will come to accept many such species but in the short-term, an overseas market may give an immediate outlet.

This situation may affect

the shell fisherman less than others but there are undoubtedly under-exploited species of shellfish as well as luxury items which will always command a good market.

It is often said that the fishing industry has gained little benefit from EEC entry. At least the fish eating tastes of other member states, together with the falling away of tariff barriers within the Community, mean that a considerable new market is open to these products.

Billingsgate

Strangers at the 'Gate' . . .

"ERE! What d'yer call that? Whir's it come from? I s'nt never seen nuffink like that, never". The typical Billingsgate worker, salesman or porter, shows a commendable curiosity as to the nature and life history of the lesser known fish which from time-to-time arrive in the market.

In recent weeks the slightly warmer weather and, perhaps, the increased fishing effort in the south-west, have produced boxes of such fish as wrasses and the weaver. The wrasses have been of both the ballan and the cuckoo variety.

The first of these is distinguishable by the numerous white and coloured spots which are scattered, not only over its body, but over the fins as well. The cuckoo wrasse is even more colourful, with the precise colour depending on the sex of the fish. Males are predominantly bright blue with yellow or orange fins, while the female is orange-red with three dark brown spots on the back.

The weaver needs to be handled with care. It has a strong spine on the gill cover and the spine is hollow and connected to a sac of venom. The fish is grey-brown on the back, more yellowish on the belly and has diagonal, darker narrow stripes.

In this country the weaver tends to be thought of as a danger to the feet of bathers, as it lies half-buried in the sand, rather than as an item of food. But in the Mediterranean area there are more weavers landed and they are common articles of food and commerce.

Who eventually eats these fish when they turn up in Billingsgate? Present evidence suggests that they are sold to retailers in London's more cosmopolitan areas: wrasses go to West Indians and weavers to Greeks and Italians. Certainly they are sold and it is to be hoped the salesman's skill in disposing of them leads to a just reward.

Another occasional arrival is a fish which was once in abundance but now, regrettably, is represented by a single box or even single fish. The greater fork beard, sometimes called forked hake, is an example of these and the odd specimen now starts the grey-heads reminiscing about the quantities they sold or carried on their heads in the good old days. The fork-beard's main claim to fame is its peculiarly long pelvic fins which stream, as a single filament, from under its head to nearly its tail.

Then, again, the blue ling has made a return this summer and seems to have become a possible replacement for cod, especially as skinned smoked fillets. Maybe this is the one really useful find in all that deep-water experimental fishing.

To many people in the market it is only curiosity which causes them to enquire about these unusual fish — and a rather shallow curiosity at that. With few honourable exceptions, they seem almost actively to resist the acquisition of knowledge outside their own narrow specialisation. But, even if they do not know a wrasse from a dragonet, or a saime from a trammel, they do know how to sell fish. And that's what it is all about.

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WHOLESALE STREAMLINE

KILTIE, the wholesale division of MacFlaherties, in a move to streamline its service to customers, has re-organised its sales and administration structure.

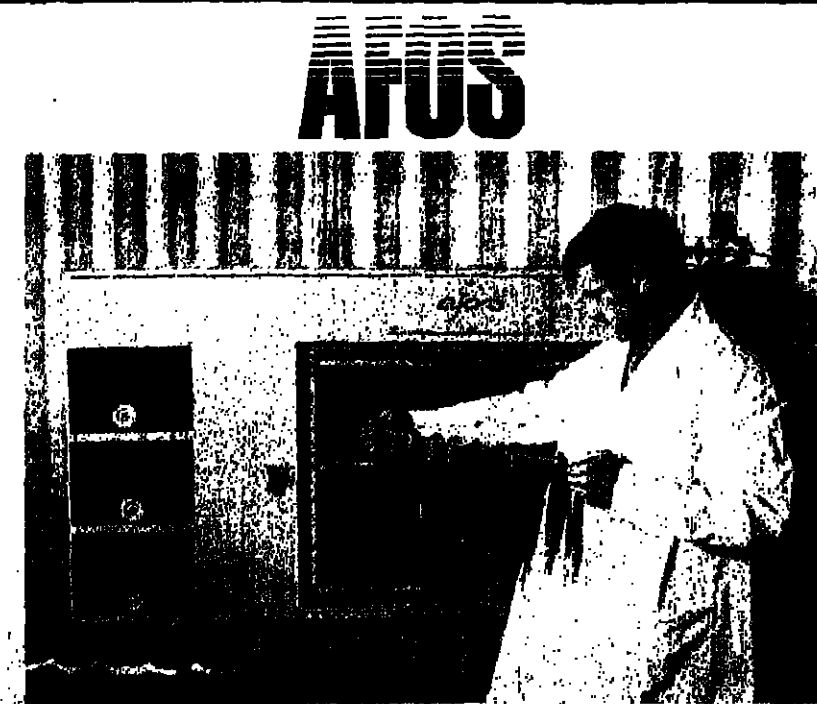
The former depot and head office sales forces have been amalgamated under Jerry Preston, who becomes UK field sales manager. In addition, a separate administration and distribution team has been formed under Peter James, who has been appointed UK field distribution and operations manager.

The national accounts team including catering con-

tracts remains as before, under Mike Goodson.

Reporting to the UK field sales manager are three regional managers: Bob Diamond (North), Chris Scott (West), and Douglas Blisset (South).

When the wholesale division decided to make management changes, the programme was initiated by Michael Gardner, UK sales manager. "We can now offer a more streamlined and specialised service to meet the requirements of our customers," explained Mr. Gardner.



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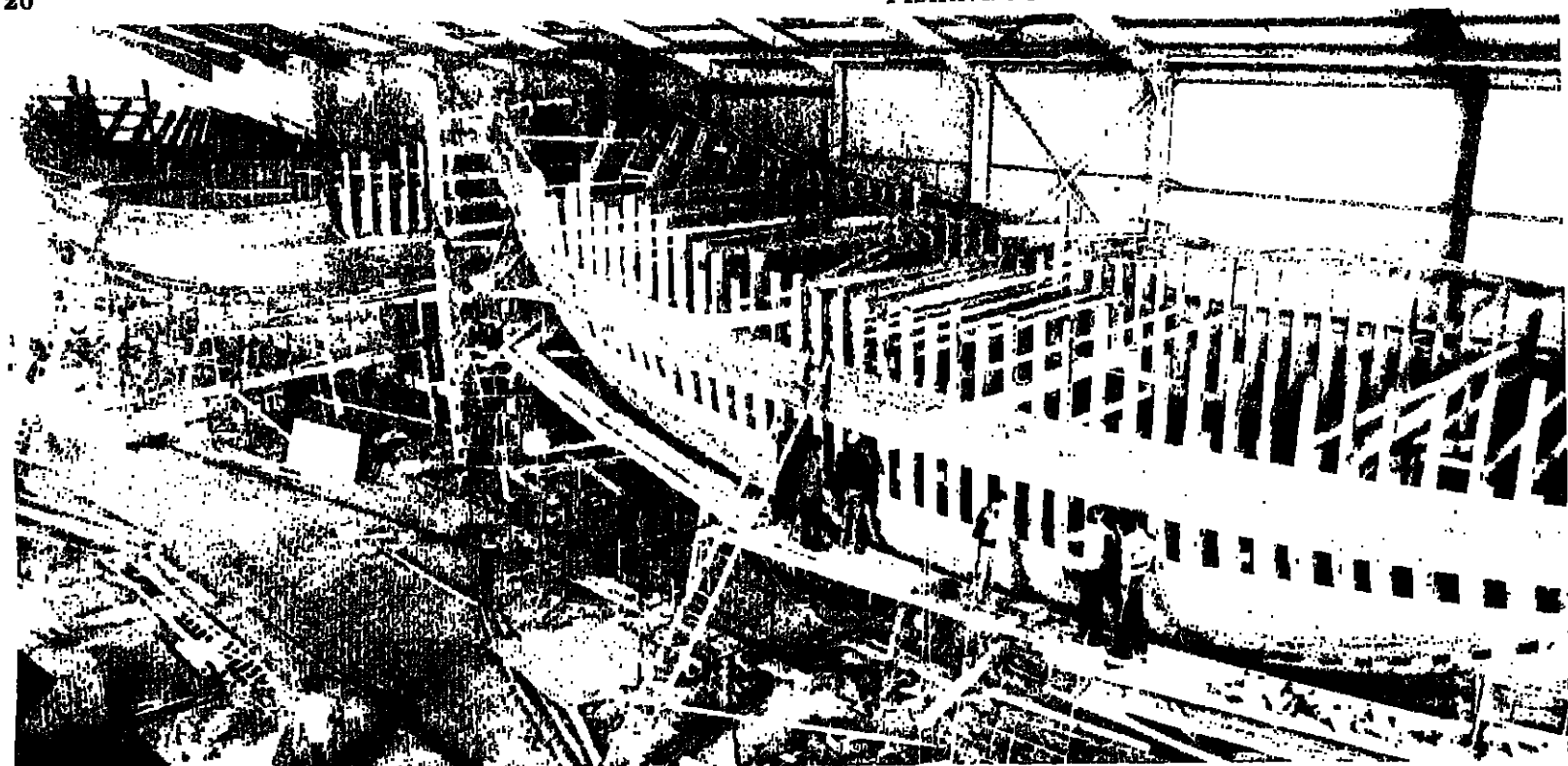
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SEEING DOUBLE AT BIM YARD...

There are two 86-footers at the planking stage in the giant shed at the Irish Sea Fisheries Board (BSF) boatyard at Killybegs. The trawlers (seen left) are building a new design for skipper Paddy Gallagher of Killybegs and Jim MacClonaghan of Greenacres. A third is being worked on at Baltimore. BIM's boatbuilding division has recently brought on up-dated designs in the 60 and 65 ft. classes and the first of these—a 65-footer—is now building a Dingle.

ONE-MAN UPDATED 'TOSHER'

THE FIRST GM21 Tosher completed by Cygnus Marine of Falmouth, Keri-Ellen, has been delivered to Wales.

The GM21 is designed by Gary Mitchell and is a modern version of the Mevagissey Tosher which has long been popular in Cornwall.

They have been used for most types of inshore fishing, including bassing, ray netting, crabbing, mackereling and pilchard drifting. Many of these Toshers were built in wood at the Mitchell yard.

Keri-Ellen has a forward offset wheelhouse to allow the hauler to be placed well forward and she is fitted out for single-handed operation. Although obviously very small, the wheelhouse does manage to house the Morse steering, Ferrograph G240 echo sounder, a compass and seat. A starboard side sliding door enables every inch of the interior to be used.

The wheelhouse framework is of iroko clad with marine ply and a small forward locker is reached via a starboard side door.

The Thornycroft 154 marine diesel is very powerful for this size of boat. It is rated at 45 hp at 1,800 rpm and is connected to a PRM 2:1 hydraulic gearbox. Exhaust is water cooled and is discharged port side at waterline level.

An Osco hydraulic pump is belt-driven off the forward power take-off and this supplies power to the davit-mounted Osco pot hauler.

Stern gear comprises a 1 1/2 in. dia. stainless steel shaft turning an 18 in. x 10 in. propeller, carried in a cutless stern bearing. Speed on trials was 7 1/2 knots which is very good considering the boat's short waterline length.

Keri-Ellen's flush deck is of marine ply on heavy iroko beams and it is sheathed with non-slip GRP. A hatch is positioned just aft of the engine for stowage and stern gear access.

A small stern locker houses the steering gear and the steel 60-gallon fuel tank. Arrestor

chains are fitted to the tiller arm to prevent the pintal-mounted rudder turning too far, while heavy stern posts are securely bolted to each stern quarter.

The GM21 hull has a beam of well over 8 ft., a very deep forefoot and full bilges. Keri-Ellen's deck space is incredible for a 21-footer and some 24 ft. hulls on the market cannot match this for area, or sheer bulk of hull.

The boat has been built for Glyn Phillips of Wales who will work her on potting and long-lining. The strong tides in his area demanded the rather powerful engine, but this also enables her to tow a small 3-4 fathom otter trawl.

Total cost of the completed vessel was around £8,000. The GM21 will no doubt add to the success of the other hulls in the range, 26, 32 and 38 ft., and it is ideal for home completion.

Cygnus is shortly to mould a full width forward wheelhouse in GRP for this hull. It can supply hulls with enginebeds, frames, etc., moulded in or to any stage of completion.

Another GM21 has been port-completed for Mr. Burton of Lymington. She will probably have a Sabb 22 hp engine and a full width forward wheelhouse.

Martyr Melhuish.

Cleann Daraí — from the Tyrrell yard.



Irish yard's versatile 35-footer

A MULTI-purpose wooden inshore 35-footer is the latest boat from the highly-respected and old-established Southern Irish boatbuilding yard of John Tyrrell and Sons.

One of two similar boats being completed by the yard, she has been named *Cleann Daraí* and is owned by Skipper N. G. Sweeney of Achill, Co. Mayo.

The 35-footer, which has a 10 ft. 6 in. beam and 4 ft. draft, has been fitted for trawling, potting, lining and drift netting.

Her hauling gear consists of a Brixham 4-ton trawl winch, with two independently detachable drums, and a pedestal-mounted Hydema hauler.

The Hydema unit is the combined pot, net and line hauler, type KB-04-E, and it can be mounted either on the port or starboard side.

Cleann Daraí has a forward wheelhouse and her

The GM21 Tosher *Keri-Ellen* on trials from the Cygnus yard. She has an Osco pot hauler on a davit.



AC7 fully-screened alternator. It supplies interior, navigation and fishing lights; floodlight; searchlight; Simrad EV echo sounder; 'Sailor' RT 144 VHF; 'Sailor' R108 receiver and Decca 050 radar.

A holman's knot is fitted at the steering position and other wheelhouse fittings include gas cooker with oven, plus a sink set across the aft end of the wheelhouse. The fore cabin is arranged with two cots, seats and a diesel oil-fired heater.

The wheelhouse floor is made up in six removable panels to aid servicing the engine; a removable panel is fitted in the roof to allow the easy removal of machinery. Remote shut-off valves are

fitted for seacocks, fuel tank and engine stop and there is an emergency hand-operated recoil starter for the engine.

The hand-hydraulic steering gear is of Wagner manufacture (type N81), while liferaising and fire-fighting equipment is to BS20 and Department of Transport and Power standards.

The vessel achieved eight knots on trials and she has a turning circle from full speed ahead to port in 2 1/2 lengths and 35 seconds; to starboard in 2 1/2 lengths and 40 seconds. Her emergency stop time was 16 seconds and bollard pull is 1,900 engine rpm. (55 hp) 0.9 tons.

The vessel stopped for fuel at Greencastle and Killybegs on her delivery trip.

July 8, 1977

THE QUEEN! ... from a back seat

NEVER have British trawlers enjoyed so much protection. With almost the whole fire-power of the Royal Navy around them, five fishing boats were anchored off Spithead last week, for the Queen's Silver Jubilee Fleet Review.

Despite gleaming paintwork and plenty of spit and polish, it is doubtful if the Queen was able to notice these representatives of her fishing fleet. They were relegated to a back row way off the main route of HMV Britannia.

From Humberside came the Grimaby anchor seiner *Macand*. Skipper Leo Hober brought her straight from the ship's painters F. B. Benrose and Son, looking immaculate. She was joined by the big stern trawler from Hull, *Princess Anne*, with Peter Craven in command. Aboard *Princess Anne*, Sir Basil Parkes, chairman of the owners, Boston Group, staged a family and company gathering.

Lining up beside *Princess Anne* was another stern trawler, *St. Patrick* from Lowestoft with skipper David Bedford in command.

The longest journey among the fishing vessels was made by the 80 ft. Aberdeen trawler, *Glen Clova*. In command was skipper Bill Taylor from Fleetwood.

Up from the Westcountry came the local fleet's biggest vessel, the Brixham based *Janet Marie*. Aboard were skipper John Perkes and Cliff Pender, who were hit by a minor tragedy when their boat ran out. A request for a Liberty boat was turned down by the Navy, who said it was against customs regulations. However it was a great spectacle, Cliff Pender told *Fishing News*.

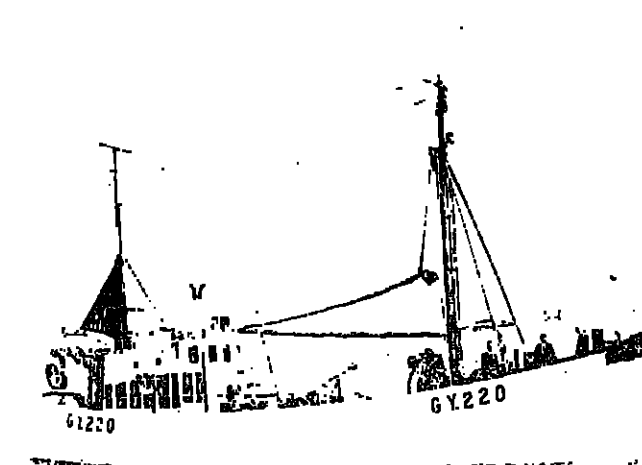
Completing the line-up was the research ship *Cirolana* and the Scottish based fisheries protection vessel *Norma*.

Aboard *Cirolana*, Minister of Agriculture and Fisheries, John Silkin, was host to leading fishing industry representatives. A last minute disappointment on the guest list was a cancellation by EEC Commissioner Finn Gundelach. Perhaps he knew the herring ban was coming the next day!

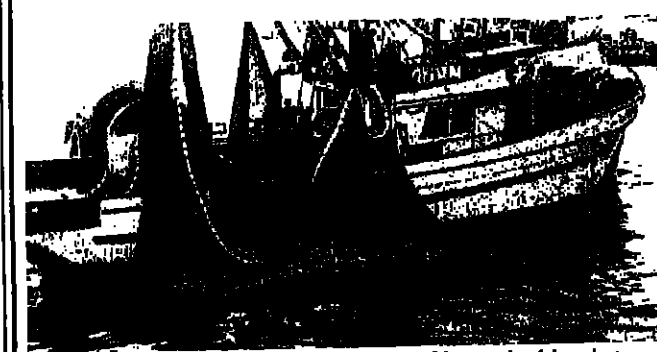
Right: a salute for the Queen from the crew of the MAFF fisheries research ship *Cirolana*.

Below: shining bright, the Grimaby anchor seiner *Macand*.

Below, right: Lowestoft stern trawler *St. Patrick*, dressed for the occasion.



wesmar news



Doug Larden used his WESMAR to locate this catch of herring.

WESMAR PAYS FOR ITSELF

Bert and Dave Andrews, purse seiners out of Mallaig, Scotland, outfitted their *PATFINDER* with a WESMAR scanning sonar for more precise location of herring. Bert Andrews reports on the results. "My WESMAR sonar paid for itself during the winter herring fishery."

During winter the herring shoals are scattered and difficult to find. Andrews has

A BIT OF LUCK AND A SONAR BRING SUCCESS

Crowded fishing grounds and extremely short openings made the 1977 Canadian herring season a real challenge. Doug Larden, a purse seiner with an S8180 aboard his 65-foot *MOTHER* III, said, "There were so many boats, it was lucky anybody got anything. But with the sonar and a bit of luck we did pretty well."

This was Larden's first experience with WESMAR's scanning sonar. Previously he had tried to locate herring with his depth sounder, but was not pleased with the results. "Last year by the time I determined what direction the school was moving with the sonar, I was pushed out by other boats," he said. "With the sonar you don't have to turn back and forth over the school to see how big it is."

The ability of the sonar to scan around the boat in all

directions is a definite advantage. "The sonar is just like having another boat to tell you where the herring are and which way they are moving," said Larden.

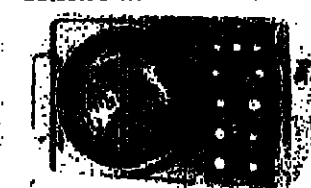
The herring season was three weeks long with five openings ranging from 15 minutes to six hours. With over 300 vessels at each opening, the competition was stiff. "In the crowded conditions you have to knock down and be aggressive," Larden said. "When you locate a school you go after it. The sonar helps locate the schools."

The short Nooka Sound opening showed what the sonar could do. "In Nooka Sound, the fish were spooky and hard to get," reported Larden. "The WESMAR sonar had a lot to do with me getting 90 tons in two sets. I was really pleased. With the way the sonar worked."



The WESMAR-equipped *PATFINDER*.

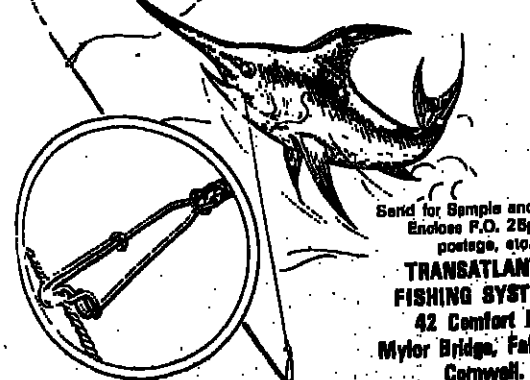
found the WESMAR excellent for locating the center of greatest herring concentration. He has had the same results when fishing for mackerel. Shoals of mackerel, which are particularly difficult to locate are effectively detected with the WESMAR.



WESMAR's S8220 Scanning Sonar. WESMAR Western Marine Electronics, 505 Duxton Avenue North, Box C19074, Seattle, Washington, 98108. Telephone: (206) 265-2420. Cable: WESMAR. Telex: 328009.

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MINE host on board the research ship *Cirolana* was the Minister of Agriculture and Fisheries, John Silkin. Left: He is seen with MAFF permanent secretary, Sir Alan Neale (centre) and Skipper Tom Nielsen, secretary of the Hull Trawler Officers Guild. Skipper Nielsen who was aboard the Hull stern trawler *Princess Anne* joined the Minister's party on board *Cirolana* for the toast to the Queen as the Royal yacht sailed past.

Among the guests who joined the Minister, were George Crawford, chairman UK Association of Fish Producers Organisations; Graham Heiliger, British Fishing Federation; Nick Coburn, Managing Director, Findus Ltd. and Harry Barrett, editor *Fishing News*.

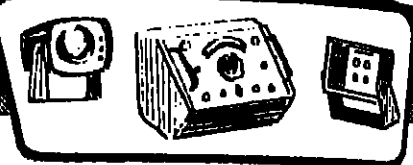
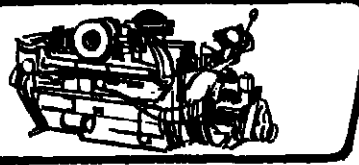
The inshore research trawler *Tellus* was used to ferry guests out to *Cirolana*.

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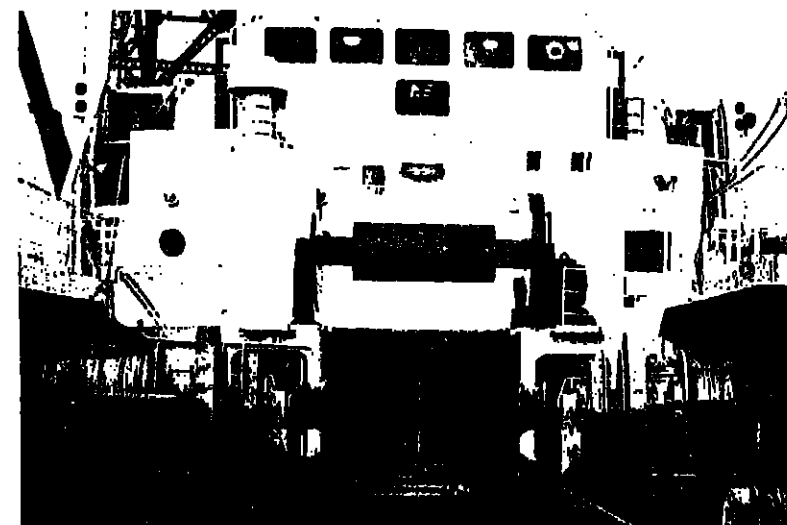
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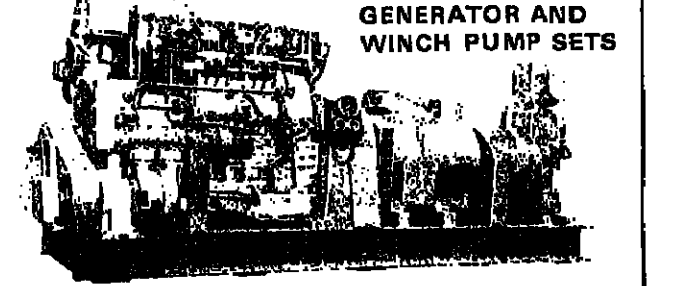
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£24,863: Boston Halifax, Boston (Sk. R. Evans), 797k, BI, 25 days.
£19,789: Spurs, Consol (Sk. W.G. Hardie Jr.), 896k, WS/BI, 24 days.
£15,646: Boston Phantom, Boston (Sk. G. Evans), 990k, WS/BI, 25 days.

Middle water

£26,713: Ross Genet, BUT (Sk. W. Salt), 924k, W, 15 days.
£24,112: Ross Cheetham, BUT (Sk. J. Major), 893k, W, 15 days.
£23,143: Nanao, Taylor (Sk. S.P. Johnson), 805k, W, 16 days.
£21,476: Ross Tiger, BUT (Sk. D. Avery), 810k, W, 15 days.
£19,169: Ross Panther, BUT (Sk. G. Cunningham), 693k, W, 16 days.

North Sea

£7,468: Lovedon, Lindsey (Sk. G. Ireland), 225k, NS, 13 days.
£6,847: Lepanto, Lindsey (Sk. A. Lofa), 210k, NS, 14 days.
£5,761: Lemberg, Lindsey (Sk. A. Wright), 226k, NS, 12 days.
£5,276: Lofoten, Lindsey (Sk. A. Hatton), 188k, NS, 13 days.

Sailors

£6,940: Alana, Sleight (Sk. J. Abbott), 276k, NS, 13 days.
£6,078: Gillian, Chapman (Sk. B. Andersen), 222k, NS, 16 days.
£7,451: Dorny, Danbrit (Sk. P. Sorensen), 194k, NS, 17 days.
£7,214: Dalma, Sleight (Sk. K. Jorgensen), 232k, NS, 13 days.
£7,194: Lau-An, Richardson (Sk. L. Nejrup), 234k, NS, 18 days.
£7,079: Edith Borum, Danbrit (Sk. G. Haban), 212k, NS, 17 days.
£6,513: Karen, Richardson (Sk. E. Sveinsson), 194k, NS, 12 days.
£6,487: Pandion, Danbrit (Sk. B. Host), 193k, NS, 16 days.

£6,434: Samora, Chapman (Sk. A. Christensen), 184k, NS, 17 days.

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£14,716: Paul Antony, Richardson (Sk. F. Josefsen), 422k, and £14,829: Green Valley, Danbrit (Sk. R. Younger), 425k, both NS, 11 days.
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£57,422: Somerset Maugham, Newington (Sk. B. Taylor), 2,156k, BI, 25 days.

£42,043: Ross Orion, BUT (Sk. J.B. Boyce), 1,425k, BI, 25 days.
£35,805: Lord St. Vincent, BUT (Sk. W. Heath), 1,314k, BI, 24 days.
£27,297: Arctic Rebel, Boyd (Sk. R. Gray), 1,087k, WS, 25 days.
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£7,617: Andrew Wilson, Hazael (Sk. F. Thompson), 291k, 15 days.
£6,940: Royalist, Hewett (Sk. J. Pickess), 270k, 16 days.
£6,637: Jaderstar Gypsy, Jones (Sk. P. Weirman), 282k, 14 days.
£5,263: Boston Beaver, Boston (Sk. J. Banks), 188k, 16 days.

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£30,003: Clarkwood, Wood, (Sk. S. Thompson), 1,168k, F, 13 days.
£25,069: Grampian Monarch, North Star (Sk. R. Catto), 1,145k, F, 16 days.
£21,275: Grampian Warrior, North Star (Sk. J. Gowie), 755k, W, 14 days.

£18,534: Milwood, Wood, (Sk. T. Taylor), 569k, F, 13 days.
£16,512: Burwood, Wood, (Sk. A. Nelson), 584k, S, 10 days.
£15,770: Glen Carron, Marr (Sk. J. Taylor), 632k, S, 11 days.

LOWESTOFT

£13,636: Boston Sea Sprite, Boston (Sk. M. Raven), 444k, NS, 12 days.
£13,031: St. Phillip, East Coast (Sk. T. Martin), 472k, NS, 12 days.
£11,983: Suffolk Monarch, Hobson (Sk. D. Smith), 446k, NS, 12 days.
£11,328: Suffolk Conquest, Hobson (Sk. E. Reed), 424k, NS, 12 days.
£11,200: SSAFA, East Coast (Sk. B. Bowler), 354k, NS, 12 days.
£11,001: Suffolk Chieftain, Hobson (Sk. K. Billington), 415k, NS, 12 days.

NORTH SHIELDS

AF vessels
£6,339: Sedulous (Sk. R. McBain), 14,675kg, NS, 4 days.
£5,613: Persevere (Sk. P. Johnstone), 12,339kg, NS, 4 days.
£4,938: Incentive (Sk. A. Dougal), 11,641kg, NS, 2 days.
£4,229: Sharon Vale (Sk. D. Moodie), 11,119kg, NS, 3 days.
£4,217: Freedom (Sk. D. Johnston), 9,480kg, NS, 2 days.

GRANTON

£10,937: Arctic Attacker, Liston (Sk. M. Accum), 591k, WC, 13 days.
£10,912: Arctic Crusader, Liston (Sk. P. Wanless), 530k, WC, 14 days.

MILFORD HAVEN

£6,733: Norrad Star, Norrad (Sk. J. Rogers), 172k, 13 days.
£5,027: Jaderstar Gypsy, Jones (Sk. J. Brodie), 160k, 14 days.
£4,514: Bryher, Norrad (Sk. A. James), 141k, 13 days.
£3,469: Rosevear, Norrad (Sk. A. Simpson), 110k, nine days.

KEY: BI Bear Island; BS Berents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; SK Skipper; k kits; c cwt; kg kilo.

MONDAY, JULY 4

1,217 kits from one distant water vessel. Price ranges per 100 kits: heads on: shell cod, £35.20/£38.25; (average £36.65); shell codling, £34.45/£37.25 (£35.35); coley, £18.30/£18.50 (£18.35); bergylis, £13/£17.25 (£13.45).

No distant water plaice, halibut, shell or bulk cod, bulk codling or shell and bulk haddock.

GRIMSBY
A good supply of 7,302 kits from 18 boats met a good demand. Prices: shell cod, £3/£4; codling, £2.50/£3.40; large shell haddock, £4.30; medium, £3.30; small, £2.30; large plaice, £4.80; medium, £4/£4.80; best small, £3/£3.80; large skinned dogfish, £6; medium, £5.00; red fish, £1.50/£1.80; rockfish, £1.40/£2.50; saithe, £2/£2.30; lemon sole, £5.50/£6.50; per stone.

EYEMOUTH
Prices: sprag codling, £25; medium, £22/£23; small, £19/£21; best small, £22; mixed plaice, £19; Danny haddock, £21/£22; small, £15/£23; medium whiting, £16/£17; small, £14/£16; lemon sole, £27/£30; per 100 kits.

FLEETWOOD
Prices: English shell cod, £35/£43; ling, £27/£28; plaice, £30/£35; haddock, £27/£45; conger, £9/£17; hake, £42/£64; catfish, £21/£25; dogfish, £15/£23; monkfish, £29/£32; roker, £10/£28; whiting, £20/£28; Dover sole, £130/£180; per 10 st. kit.

MILFORD HAVEN
242 kits from two boats. Prices: large cod, £31; medium, £33/£34; codling, £35; large plaice, £35; medium, £30.50/£32; small, £18; turbot, £80; whiting, £7.50; large lemon sole, £52; medium, £45; Dover sole, £90; ling, £16/£18; medium, £12; small, £10; brill, £38; dogfish, £5; per 10 st. kit.

TUESDAY, JULY 5

BUCKLE
150 boxes from five boats. Prices: cod, £2/£3; large haddock, £2/£2.50; round, £1.50; whiting, £1.55; monkfish, £2.30; lemon sole, £2.25/£3.70; plaice, £1/£2; turbot, £3; halibut, £8; prawn tails, £10/£17; per stone.

NORTH SHIELDS
Prices: cod, £24/£26; sprags, £22.75/£24.50; medium codling, £23/£24; selected small, £20/£22; small, £14.50/£18.75; second haddock, £21.25/£23; selected small, £17/£18.75; small, £10/£15; whiting, £12/£13.50; lemon sole, £13/£15; selected plaice, £18/£20; small, £10/£16.75; per 10 kilo unit.

LOWESTOFT
1,500 kits from five boats. Prices: cod, £30/£37; large plaice, £30/£35; medium, £30/£37; small, £28/£34; codling, £26/£38; large haddock, £28/£38; small, £13/£28; large turbot, £125/£145; small, £90/£95; whiting, £12/£22; lemon sole, £40/£45; monkfish, £30; dogfish, £7/£8; catfish, £16/£18; per 100 kits.

BRIXHAM
Prices: large plaice, £4.20/£4.50; medium, £4.20/£4.50; good small, £2.50/£3; chub, £2; large whiting, £2.60; small, 70p/80p.

HERRING REPORT

TUESDAY JULY 5

Ayr: 18 trawlers, 44 tonnes. Home market at £58/£61.20. Full and filling hand selected 180/210 and 280/300 per 50 kg. Tarbert: 12 trawlers, 14 tonnes. Home market at £55.60/£60.20. Full and filling hand selected, 180/210 and 280/300 per 50 kg.

WEDNESDAY, JULY 6

Ayr: 27 trawlers, 44 tonnes. Home market at £58/£61.20. Full and filling hand selected 180/210 and 280/300 per 50 kg. Tarbert: 12 trawlers, 14 tonnes. Home market at £55.60/£60.20. Full and filling hand selected, 180/210 and 280/300 per 50 kg.

Ring Myra

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and dictate your Classified Ad. for next week's issue

July 8, 1977

lemon sole, £5/£6.20; large and medium conger, £1.50/£2.50; 70p/80p; squid, £4.60; scallops, £2; large dabs, £2.50; small, £1.50; small, 70p; per stone.

ABERDEEN
300 tonnes from 11 boats. Prices: mackerel, £5.50; cod, £28/£30; large codling, £28/£30; medium, £27.30/£31; small, £22/£28.80; ling, £17.50/£21; hake, £20/£24; extra large haddock, £32.50/£35; large, £21/£25.50; whiting, £11.50/£12.50; small, £14/£27; per cwt; halibut, £5/£14; per stone.

PETERHEAD
4,903 boxes from 26 boats. Prices: cod/codling, £3.40/£3.80; whiting, £2.10/£2.50; cod, £2.20/£2.40; monkfish, £3.70/£4.10; catfish, £2.10/£2.50; ling, £2.30/£2.60; turbot, £13/£15; sole, £5/£6.50; small, £2.50/£3.00; per box.

FRASERBURGH
1,100 boxes from 21 boats. Prices: selected lemon £3.50/£3.80; small, £3/£3.50; whiting, £1.80/£2.40; selected plaice, £3.40/£3.80; small, £2/£2.20; skate, £3.40/£3.80; medium codling, £19/£22; small, £17/£18; cod sprag, £20/£21; whiting, £16/£18.50; small, £13/£13; coley, £9/£13; monkfish, £28/£30; ling, £14/£15; prawn, £9/£10; per box.

KINLOCHHERVE
800 boxes from five boats. Prices: haddock, £1.70/£2.00; plaice, £2.20/£2.50; megrim, £1.70/£2.00; lemon sole, £2/£2.30; hake, £2/£2.40; skate, £1.80/£2.70; dogfish, 70p; per stone.

LOCHINVER
800 boxes from nine boats. Prices: cod, £2.70/£3.00; skate, £1.90/£2.30; plaice, £1.70/£2.00; megrim, £1.30/£2.30; lemon sole, £3.05; whiting, £1.60; dab/dab, £3.80; small, £3.80; ling, £2.20; turbot, £1.70/£2.50; prawn, £8; prawn tails, £20/70; small, £10.80; per stone.

LOCHINVER
190 boxes from six boats. Prices: haddock, £1.80/£2.80; plaice, £1.60/£4.00; codling, £2.15/£3.40; small, £1.90/£1.80; monkfish, £2.80; sole, £1.80/£4.20; per stone.

RETAIL PRICES
AVERAGE national retail prices on Wednesday, July 6, supplied by the National Federation of Fishmongers: cod, £1.80; haddock, 90p; down lip, coley, £1.80; plaice, £1.80; megrim, 80p; dab, 50p; smoked cod fillet, 80p; down lip, 50p; mackerel, 34p; kipper, 30p; haddock, 40p; skate, 80p; up lip, 80p; 70p; up 4p; dabs, 3p; whiting, 43p; down lip, 22p; whole plaice, 39p; down lip, 14p.

Best buys for the week: small plaice, dabs, megrim, flounders (30p per lb). Stocks of other fish are sufficient; prices similar to last week.

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MILFORD HAVEN had one of its biggest grossings for some months when the Norrad Star returned from the Irish Sea grounds with 172 kits which sold for £6,733. The vessel was commanded by Skipper John Rogers who has had an excellent run with her recently.

Next in line was the Jaderstar Gypsy, commanded by Skipper Jim Brodie, which made £5,022 from 160 kits. On the same day, Bryher, commanded by Skipper A. James, made £4,514 from 141 kits.

Baker was the main variety and both vessels had worked the Irish Sea. Landings were completed by the Rosevear which, under the command of Skipper A. Simpson, returned to port after only nine days with 110 kits, including 50 of roker, which sold for £3,469.

Among the nearwater trawlers the outstanding grossing was made by the trawler Pair Isle, commanded by Skipper John Wright. She made £3,509.

There was nothing like the same tale of woe. BUT's 130-ft. 'Cat' class trawlers had another big week. Ross Tiger (Skipper Denis Avery) started the week off in fine style with £21,479 from 810 kits, over half haddocks, then Ross Panther (Skipper Glen Cunningham) weighed in with £19,159 before Ross Genet (Skipper Bill Salt) with almost 500 kits of cod in a 924-kit landing made £26,714 to take the weekly honours.

On Friday Ross Cheetham (Skipper Jack Major) grossed £24,122 from a haddock-codley landing of 893 kits. In this section Taylor's Nanao (Skipper Stan Johnson) narrowly failed to crack the company's grossing record with a best-ever trip for the 328-tonner of £23,143 from 805 kits of quality mixed fish.

Distant water trips go back in the red

THE RECENT improvement in distant water grossings at Grimsby came to an abrupt halt last week when only one vessel from the six landings showed a profit as catches slumped.

Moreover quality was very mixed with fairly large catches of small fish, particularly codlings, making matters even worse.

Only two distant water ships topped more than 1,000 kits from long Bear Island/White Seas trips.

Consolidated Fisheries' Notts Forest (Skipper John Rimmer) with a 24-day trip of 1,030 kits, mostly of codstuffs, headed the pack on £31,585 from the Monday market. However, there was little cause for celebration in Consol's camp for Spurs (Skipper W. G. Hardie jr) came badly unstuck on Friday's 'dying' distant water market with an 895-kit landing, largely of cod and rede, which realised a mere £19,789 from a 24-day voyage.

LOBSTER-MEN!

Again about one-third of the landing went unsold with the salters picking up 160 kits of codling, 40 of coley condemned and 129 of rede failing to reach the minimum.

The Boston Group is very short on luck at Grimsby nowadays and its wet fish ended up out of pocket after 25 days in the north east Arctic when she grossed £24,863 from 797 kits.

Completing the abysmal distant water returns were grossings of £29,022 from 1,402 kits and £27,471 from 938 kits by the BUT pair Ross Kharthoum and Ross Ramillies.

With all — Westerly trips in the middle water section after exhausting fishing time off the Faroes, catches dipped slightly here also. But the markets were much firmer

back to port with 600 kits for £18,490 — far below what both vessels would have been expected to make were they able to work their normal distant-water areas.

Cod trip
There was an outstanding performance by the side trawler Wyre Revenge. Skipper Tom Watson found a rich sea of cod on the Scottish grounds and brought the vessel back to port after 15 days with 661 kits, including 350 of cod, which sold for an excellent £19,688.

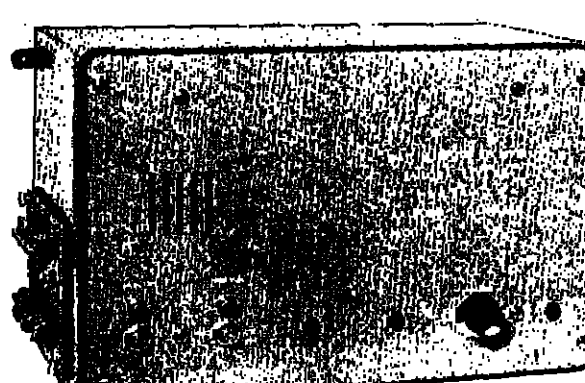
Haddocks formed the main part of the catch of the side trawler Wyre Conqueror, under the command of Skipper Bill Spearpoint. She had 800 kits of the variety in her total of 511 which sold for £13,776.

In the 100-110kt. class London Four, commanded by Skipper Jack Kelly, was top ship. The vessel landed 327 kits — 60 of cod, 110 of haddock, 10 of roker and 85 of dogs — which sold for £7,637.

Latest addition to the port's fleet, the former Lowestoft vessel Boston Beaver, landed her first catch at the port which made £5,283.

Among the nearwater trawlers the outstanding grossing was made by the trawler Pair Isle, commanded by Skipper John Wright. She made £3,509.

SAILOR marine radio equipment

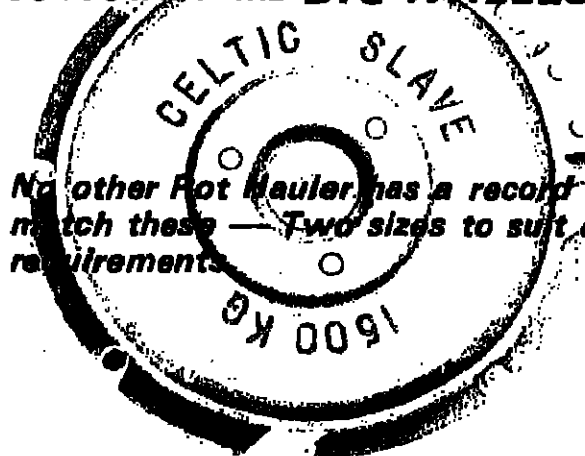


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BILLINGSGATE

ON TUESDAY 185 tons were delivered. Average selling prices on merchants' stalls: salmon, £1.80/£2.40; Scotch, £1.80/£2.40; Irish, £1.50/£2.40; English, £1.50/£2.40; salmon trout, £1.50/£2.40; sole, £1.50/£2.40; plaice, £1.50/£2.40; cod, £1.50/£2.40; haddock, £1.50/£2.40; whiting, £1.50/£2.40; ling, £1.50/£2.40; lemon sole, £1.50/£2.40; red mullet, £1.50/£2.40; large brill, £1.50/£2.40; medium, £1.50/£2.40; small, £1.50/£2.40; conger, £1.50/£2.40; Danish plaice, £1.50/£2.40; large halibut, £1.50/£2.40; medium, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley, £1.50/£2.40; haddock, £1.50/£2.40; large halibut, £1.50/£2.40; haddock, £1.50/£2.40; small, £1.50/£2.40; selected lemon sole, £1.50/£2.40; whiting, £1.50/£2.40; headless home water cod, £1.50/£2.40; fillets, shell cod, £1.50/£2.40; bulk, £1.50/£2.40; coley,

